

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 29, 2006 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: April 4, 2006 – Lake Ontario Room,  
3<sup>rd</sup> Floor, Michigan Library and Historical Center, 11:00 AM

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### SUBCONTRACTS

1.	<b>Associated Constructors, LLC</b>	<b>Engineer's Estimate:</b>	<b>\$106,764.80</b>
	<b>P.O. Box 970</b>	<b>Low Bid:</b>	<b>\$87,593.90</b>
	<b>Marquette, MI 49855</b>	<b>% Under/Over Est.:</b>	<b>17.96%</b>

#### **Description of Work: Improvement to Pedestrian Access**

Approval is requested to authorize the City of Negaunee to award a subcontract for the replacement of a retaining wall and the construction of a pedestrian walkway along business route M-28 in the city of Negaunee. The total length of the project is 0.10 mile. The project was advertised and competitively bid. Three bids were received, and the low bidder was selected. The subcontract will be in effect from the date of award through November 1, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/ Business Case:** To provide for the replacement of a retaining wall and the construction of a pedestrian walkway to improve public access along business route M-28 in the city of Negaunee.

**Benefit:** Public access, and safety improvements.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to State Administrative Board Resolution (2005-2).

**Risk Assessment:** These are safety improvements to improve pedestrian access.

**Cost Reduction:** The project was advertised, and the lowest bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49855.

2. **Pavement Maintenance Systems** **\$25,682.25**  
**384 Industrial Parkway**  
**Imlay City, MI 48444**

**Description of Work:            Micro Surfacing**

**Retroactive** approval is requested for maintenance services subcontracted in 2004 by the St. Clair County Road Commission for the micro surfacing of parking lots and ramps at the Capac Rest Area, facility #913, on westbound I-69 in Mussey Township. The original subcontract was for \$19,950 and was approved by the region engineer on August 30, 2004; the amount was below the \$20,000 State Administrative Board approval threshold. However, additional square yards of surfacing were required for completion of the work, resulting in an additional amount of \$5,732.25, for a total subcontract amount of \$25,682.25. The work was completed by the St. Clair County Road Commission with MDOT approval, but through an oversight, the paperwork was not completed and State Administrative Board approval was not obtained. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the micro surfacing of parking lots and ramps at the Capac Rest Area, facility #913, on westbound I-69 in Mussey Township.

**Benefit:** To provide a smoother and safer driving surface.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In case of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to State Administrative Board Resolution (2005-2).

**Risk Assessment:** Micro surfacing the parking lots and ramps will provide motorists with a smoother and safer driving surface.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48444.

## CONTRACTS

3. HIGHWAYS (Real Estate) – Resolution “A” (Transfer to Governmental Agency for Transportation Use)

Tract 698, Control Section 82125, Parcel C-101, Part A, Parcel 105, Part A, Parcel 105N, Part A

The subject tract is located in the city of Livonia and the township of Northville, Wayne County, Michigan, and contains approximately 8.34 acres. Wayne County indicated that this property is needed for transportation purposes. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on November 18, 2004. Wayne County has submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

**Purpose/Business Case:** The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property used for transportation purpose is transferred to state agencies and local units of government at no cost with a permanent reverter.

**Risk Assessment:** If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48154 and 48167.

\* Denotes a non-standard contract/amendment

4. HIGHWAYS (Real Estate) – Resolution “B” (Excess Exchange)  
Tract 962, Control Section 31012, Parcel 1A, Part A

The subject tract was previously approved for exchange by the State Administrative Board on February 21, 2006. Upon further review of the file, it was determined that the acquisition information that was presented was incorrect. This agenda item has the corrected information. The subject tract is located in the township of Adams, Houghton County, Michigan, and contains approximately 4.2 acres. The appraisal was completed by Steven Douglas, Superior Region Real Estate Agent, on September 20, 2005, at \$5,000. The appraisal was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 20, 2006, at the amount of \$5,000. MDOT is acquiring property from Gene Arntsen for the M-26 relocation project in Adams Township, Houghton County. During negotiations, the owner expressed an interest in acquiring MDOT excess property. The property to be acquired is owned by Mr. Arntsen. It is located in the township of Adams, Houghton County, Michigan, and contains approximately 14.12 acres. The appraisal was completed by William A. Rolof, an independent fee appraiser, on July 7, 2005, at \$64,500. The appraisal was reviewed by Steven Douglas, Superior Region Real Estate Agent, on July 23, 2005, at the amount of \$64,500. The value of the excess property, \$5,000, will be deducted from Mr. Arntsen’s compensation of \$64,500. The transaction was approved for exchange by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 20, 2006. The tract was not offered to the local municipalities, because it is part of an acquisition exchange. The property has been declared excess by the Bureau of Highways – Development.

\$5,000

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49905.

5. HIGHWAYS (Real Estate) – Resolution “C” (Excess Exchange)  
Tract 963, Control Section 31012, Parcel 1A, Part B

The subject tract is located in the township of Adams, Houghton County, Michigan, and contains approximately 21.87 acres. The appraisal was completed by Steven Douglas, Superior Region Real Estate Agent, on September 20, 2005, at \$28,431. The appraisal was approved by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on March 1, 2006, at the amount of \$28,431. MDOT is acquiring property from Heartwood Forest Land Group for the M-26 relocation project in Adams Township, Houghton County. During negotiations, Heartwood Forest Land Group expressed an interest in acquiring MDOT excess property. The property to be acquired is owned by Heartwood Forest Land Group. It is located in the township of Adams, Houghton County, Michigan, and contains approximately 18.53 acres. The appraisal was completed by William A. Rolof, an independent fee appraiser, on July 7, 2005, at \$46,000. The appraisal was reviewed by Steven Douglas, Superior Region Real Estate Agent, on July 23, 2005, at the amount of \$46,000. The value of the excess property, \$28,431, will be deducted from Heartwood Forest Land Group’s compensation of \$46,000. The transaction was approved for exchange by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on March 1, 2006. The tract was not offered to the local municipalities because it is part of an exchange. The tract was determined to be excess by the Bureau of Highways - Development.

\$28,431

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49905.

6. HIGHWAYS (Real Estate) – Resolution “D” (Sale to Abutting Owner)  
Tract 907, Control Section 41033, Parcel 18, Part A, Parcel 19, Part A

The subject tract is located in the village of Sparta, Kent County, Michigan, and contains approximately 13,613 square feet. The tract is landlocked and there is one abutting owner. The tract was appraised by Larry McKnight, an independent fee appraiser, on November 30, 2005, at \$6,600 and reviewed by Doug Bixby, Property Analyst, Project Delivery Section, Real Estate Support Area, on December 20, 2005, at the amount of \$6,600. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 10, 2006, for the amount of \$6,600. The sole abutting owner, Sigifriedo Ledesma, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$6,600, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$6,600

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49345.

7. HIGHWAYS (Real Estate) – Resolution “E” (Direct Sale to Local Municipality)  
Tract 389, Control Section 83033, Parcel 537, Part A, Parcel 538, Part A

The subject tract is located in the township of Haring, Wexford County, Michigan, and contains approximately 16.72 acres. The tract was appraised by Sandra Hoffman, Property Manager, Project Delivery Section, Real Estate Support Area, on December 7, 2005, at \$20,000, and reviewed by Doug Bixby, Property Analyst, Project Delivery Section, Real Estate Support Area, on December 7, 2006, at the amount of \$20,000. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on December 15, 2006, for the amount of \$20,000. The tract was offered to the local municipalities per procedural requirements. The township of Haring has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$4,000, which represents a 20 percent bid deposit. The tract is being conveyed with a 10-year reversionary clause restricting the property to a public use. The property has been declared excess by the Bureau of Highways – Development.

\$20,000

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49601.

8. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1054) between MDOT and Michigan Southern Railroad, dated July 5, 1994, will provide for improvements under job number 86676 to two crossings of Michigan Southern Railroad tracks at US-12 and Fawn River Road in the city of Sturgis, St. Joseph County. The improvements include the removal and full reconstruction of both crossing surfaces.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 198,000</u>
Total Funds	<u>\$ 198,000</u>

STR 78022 - 86676

Railroad Force Account Work

**Purpose/Business Case:** To rebuild existing crossing surfaces in conjunction with roadway approach reconstruction.

**Benefit:** Increased safety by providing smoother crossing surfaces.

**Funding Source:** Federal Highway Administrative Funds.

**Commitment Level:** 100% federal funds; based on railroad estimate.

**Risk Assessment:** Lower probability of vehicle loss of control due to smoother crossing surfaces.

**Cost Reduction:** Improvements are on railroad property and Michigan Southern Railroad is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Improvements to existing railroad crossings.

**Zip Code:** 49091.

9. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1667) between MDOT and Indiana Northeastern Railroad Company, dated September 20, 1994, will provide for improvements under job number 85398 to two crossings of Indiana Northeastern Railroad Company tracks in Allen (M-49) and Hillsdale (M-99), Hillsdale County. The improvements will include the removal of existing warning devices and the placement of cantilever flashers in both directions of travel at the M-99 crossing and the recabling of existing warning devices at the M-49 crossing.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 155,000</u>
Total Funds	<u>\$ 155,000</u>

STR 30032 - 85398

Railroad Force Account Work

**Purpose/Business Case:** To provide for the removal of existing warning signals, the upgrade to cantilever flashers, and the update of existing warning signals with new cabling.

**Benefit:** Increased safety by upgrading the warning devices at a grade crossing.

**Funding Source:** Federal Highway Administrative Funds.

**Commitment Level:** 100% federal funds; based on railroad estimate.

**Risk Assessment:** Higher probability of vehicle-train accidents due to inappropriate warning signals.

**Cost Reduction:** Permanent upgrade to cantilevers and re-cabling is a one-time lower cost than the projected value of future accidents.

**Selection:** N/A.

**New Project Identification:** Update of existing railroad crossing warning signals and improvement of existing signals with new cabling.

**Zip Code:** 49242.

10. \*HIGHWAYS - IDS Time Extension

**Retroactive** Amendatory Contract (99-0215/A1) between MDOT and Northwest Design Group, Inc., will extend the indefinite delivery of services (IDS) contract by approximately four months (3 years, 170 days retroactive) to allow costs incurred under authorization (Z12) to be reimbursed, in accordance with a February 1, 2006, decision of the Disputed Audits Review Team (DART) (DART Report 205). (See following item). The original contract, which expired on September 30, 2002, provided for construction engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 1, 1999, through February 5, 2003. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the IDS contract by approximately four months to allow authorization (Z12) to be retroactively extended by approximately four months to allow costs incurred after the original authorization expiration date to be reimbursed, in accordance with a February 1, 2006, decision of DART (DART Report 205). There will be no increase in costs.

**Benefit:** MDOT will be in compliance with standard contracting procedures and regulations.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If this amendment is not approved, MDOT will not be in compliance with standard contracting procedures and regulations.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; N/A for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

11. HIGHWAYS - IDS Engineering Services

**Retroactive Authorization Revision (Z12/R1)** under Contract (99-0215) between MDOT and Northwest Design Group, Inc., will retroactively extend the authorization expiration date by approximately four months (3 years, 170 days retroactive) to allow costs incurred after the original authorization expiration date of September 30, 2002, to be reimbursed, in accordance with a February 1, 2006, decision of the Disputed Audits Review Team (DART) (DART Report 205). This extension is needed because the consultant performed work outside of the contract period, per direction of the MDOT project manager. Both parties overlooked the expiration date. MDOT is now sending monthly contract expiration reports to all project managers to help prevent this situation from reoccurring. The original authorization, which expired on September 30, 2002, provided for full construction engineering services to be performed on US-2 passing relief lanes, Mackinac County (CS 49022 - JN 51403A). The revised authorization term will be May 7, 2002, through February 5, 2003. The contract term is April 1, 1999, through February 5, 2003. The authorization amount remains unchanged at \$169,458.88. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To retroactively extend the authorization expiration date by approximately four months to allow costs incurred after the original authorization expiration date of September 30, 2002, to be reimbursed, in accordance with a February 1, 2006, decision of DART (DART Report 205). There will be no increase in costs.

**Benefit:** MDOT will be in compliance with standard contracting procedures and regulations.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, MDOT will not be in compliance with standard contracting procedures and regulations.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49770.

12. \*HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0199/A4) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the indefinite delivery of services (IDS) contract term by two years and five months (19 days retroactive) to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z7). (See following item.) The original contract, which expired on March 9, 2006, provided for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be March 9, 2000, through August 17, 2008. The contract amount remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the contract term by two years and five months to provide sufficient time for the consultant to complete ongoing work under authorization (Z7). No new authorizations will be issued under this contract.

**Benefit:** Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval, as appropriate.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendatory contract is not approved, authorization (Z7) cannot be extended. This would necessitate the consultant stopping all work under authorization (Z7) before the services are completed. Should this occur, MDOT will be unable to have the project ready for future letting.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment and for the original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

### 13. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R8) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the authorization term by approximately two years and five months (19 days retroactive). The additional time is necessary to allow the authorization to be aligned with the revised completion date for the road design phase of the project. Work on this project was recently resumed after having been delayed because of funding issues. The original authorization, which expired on March 9, 2006, provided for the design of the relocation of the M-59 interchange at Adams Road in the city of Rochester Hills, Oakland County (CS 63043 – JN 30154D). The revised authorization term will be July 17, 2002, through August 17, 2008. The authorization amount remains unchanged at \$752,665.18. The revised contract term will be March 9, 2000, through August 17, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by approximately two years and five months (19 days retroactive). The additional time is necessary to allow the authorization to be aligned with the revised completion date for the road design phase of the project. Work on this project was recently resumed after having been delayed because of funding issues. However, the funds to complete the entire project are not currently available. It was decided to construct the project in three separate phases. Phases 1 and 2 are currently in construction, while Phase 3 is currently in the preliminary engineering phase. At the direction of region leadership, the preliminary engineering phase is to continue up to the omissions examination check phase, at which time the project will be put on hold until construction funding is made available.

**Benefit:** Will improve the capacity of the existing Adams Road interchange and improve access to the local roadway system.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to extend the expiration date will cause the contract to terminate prior to plan completion. Without an extension, the consultant would need to stop all design work before the services are completed. Should this occur, MDOT will be unable to complete the design of the last phase as scheduled.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for the original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48309.

14. HIGHWAYS - IDS University Research Services

Authorization (Z9) under Contract (2003-0026) between MDOT and the University of Michigan will provide for an assessment of the impacts of signal optimization efforts along various corridors in southeast Michigan. Crash data before and after implementation of the signal optimization procedures will be analyzed using a variety of graphical, descriptive, and designed statistical methods. These methods will focus on the effects of the signal timing procedures while adjusting for other factors known to be associated with crash involvement, such as road type, time of day, season, injury severity, and accident type. The authorization will be in effect from the date of award through nine months. The authorization amount will be \$127,135. The contract term is October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To determine the effectiveness of the Metro Region signal optimization program. The study will look at corridors that have been retimed and compare the before and after information for crash reduction.

**Benefit:** Will provide MDOT with current crash reduction information for signal optimization projects and provide pertinent information for future safety programs.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, MDOT will not be able to determine what crash reduction benefits are being provided or obtain pertinent information for future safety programs.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is a new research project.

**Zip Code:** 48075.

15. HIGHWAYS - IDS University Research Services

Authorization Revision (Z13/R1) under Contract (2003-0063) between MDOT and Michigan Technological University will extend the authorization term by six months to provide sufficient time for the university to complete the research services. The additional time is needed because necessary data was not available from the university in the expected timeframe. In addition, recent developments have led to the inclusion of other pre-topped beams, requiring further analysis. The original authorization provides for the identification and development of rapid construction solutions using prefabricated prestressed concrete elements. The revised authorization term will be April 20, 2005, through November 20, 2006. The authorization amount remains unchanged at \$60,727. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by six months to provide sufficient time for the university to complete the research services. The additional time is needed because necessary data was not available from the university in the expected timeframe. In addition, recent developments have led to the inclusion of other pre-topped beams, requiring further analysis.

**Benefit:** The additional time will allow MDOT to obtain complete data, improved understanding of overall bridge response with prefabricated prestressed elements, and quantitative assessment of connection design and behavior through numerical analyses.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If this extension is not approved, a reduction in cost and construction time of bridge structures will not be realized due to a lack of understanding of the benefits and limitations of prefabricated prestressed bridge replacement techniques.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49931.

16. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0177/A1) between MDOT and Mead & Hunt, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1), for which extra time is needed due to the addition of a culvert extension that has pushed the project schedule outside the original contract time frame. (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 17, 2003, through April 17, 2007. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This time extension will allow consultant engineering services for ongoing projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

**Benefit:** Will allow authorizations to be extended, pending State Administrative Board approval.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete work under authorizations.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment and for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z1/R2) under Contract (2003-0177) between MDOT and Mead & Hunt, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the annual structure review of C01-38051 indicated a scour issue, and the addition of a culvert extension has pushed the project schedule beyond the original contract time frame. Additional time is required for the consultant to complete plans and submit final deliverables. The original authorization provides for design services to be performed on M-106 from Elliott Street to Bunker Hill Road, Jackson County (CS 38051 - JN 50525C). The revised authorization term will be November 5, 2004, through April 17, 2007. The authorization amount remains unchanged at \$267,684.53. The contract term will be April 17, 2003, through April 17, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed to allow the consultant to complete plans and submit final deliverables.

**Benefit:** Authorizing this extension will provide for ongoing design services to be completed under this authorization.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete work under this authorization.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49272.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z19/R2) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because of MDOT-initiated changes that required additional work and time. The original authorization provides for the rehabilitation of US-12 from east of Moscow Road easterly to M-50, Hillsdale and Lenawee Counties (CSs 30062 and 46101 - JN 60299C). The revised authorization term will be September 14, 2004, through April 10, 2007. The authorization amount remains unchanged at \$392,723.87. The contract term is April 10, 2003, through April 10, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because of MDOT-initiated changes that required additional work and time.

**Benefit:** Authorizing this extension will provide for ongoing design services to be completed under this authorization.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete work under this authorization.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49233.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z20/R2) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because of MDOT-initiated changes that required additional work and time. The original authorization provides for the rehabilitation of US-12 from 0.12 miles west of US-127 to 180 feet west of M-50, Lenawee County (CSs 30062 and 46101 - JN 75211C). The revised authorization term will be September 16, 2004, through April 10, 2007. The authorization amount remains unchanged at \$392,609.41. The contract term is April 10, 2003, through April 10, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because of MDOT-initiated changes that required additional work and time.

**Benefit:** Authorizing this extension will provide for ongoing design services to be completed under this authorization.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete work under this authorization.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49233.

20. HIGHWAYS - IDS Engineering Services

**Retroactive** Authorization Revision (Z5/R3) under Contract (2003-0288) between MDOT and Spaulding DeDecker Associates, Inc., provides for the performance of additional design services and increases the authorization amount by \$18,544.36 (1 year, 46 days retroactive). The additional services include incorporating value engineering plan revisions and upgrading all signing using Clearview font. This authorization revision was awarded on February 17, 2005; through an oversight, prior State Administrative Board (SAB) approval was not obtained. The original authorization provides for the reconstruction of I-94 in Kimball and Port Huron Townships, St. Clair County (CS 77031 – JN 72406C). The authorization term remains unchanged, March 5, 2004, through May 8, 2006. The revised authorization amount will be \$793,350.38. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services to incorporate value engineering plan revisions and to upgrade all signing to use Clearview font. The revision was awarded on February 17, 2005, and no work was performed outside the authorization term. This item should have been included on an SAB agenda prior to its award, but was inadvertently missed.

**Benefit:** Will allow correct, updated plans to be used for construction.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not correcting/updating the design plans will result in an inaccurate construction bidding with numerous errors.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48060.

21. HIGHWAYS - IDS Engineering Services

**Retroactive Authorization Revision (Z5/R4)** under Contract (2003-0288) between MDOT and Spaulding DeDecker Associates, Inc., provides for maintenance of traffic plans to be added to the services and increases the authorization amount by \$20,742.46 (341 days retroactive). This authorization revision was awarded on April 28, 2005; through an oversight, prior State Administrative Board (SAB) approval was not obtained. The original authorization provides for the reconstruction of I-94 in Kimball and Port Huron Townships, St. Clair County (CS 77031 – JN 72406C). The authorization term remains unchanged, March 5, 2004, through May 8, 2006. The revised authorization amount will be \$814,092.84. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the addition of maintenance of traffic plans. The revision was awarded on April 28, 2005, and no work was performed outside the authorization term. This item should have been included on an SAB agenda prior to its award, but was inadvertently missed.

**Benefit:** Will allow correct, updated plans to be used for construction.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not correcting/updating the design plans will result in an inaccurate construction bidding with numerous errors.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48060.

22. HIGHWAYS - IDS Engineering Services

**Authorization Revision (Z5/R6)** under Contract (2003-0288) between MDOT and Spaulding DeDecker Associates, Inc., will provide for additional design services to be performed to correct an MDOT oversight and will increase the authorization amount by \$16,298.05. MDOT directed the consultant to scope work on Old M-25, now known as Gratiot Road. MDOT no longer has jurisdiction of this stretch of roadway, and the county does not wish to participate at this time, so this piece of the work must be deleted from the plans. The original authorization provides for the reconstruction of I-94 in Kimball and Port Huron Townships, St. Clair County (CS 77031 – JN 72406C). The authorization term remains unchanged, March 5, 2004, through May 8, 2006. The revised authorization amount will be \$839,266.98. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services to be performed to correct an MDOT oversight. MDOT directed the consultant to scope work on what was originally thought to be an MDOT road, Old M-25, now known as Gratiot Road. For this small portion of the project, MDOT no longer has jurisdiction, and the county would be required to fund all of the construction within this stretch of roadway. The county does not wish to participate at this time, so this work must be deleted from the plans. This correction represents only 1.9% of the total design cost but would represent a much greater dollar amount during construction, should the project be constructed without the changes.

**Benefit:** Will allow correct, updated plans to be used for construction.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not removing the Gratiot Road portion from the design plans will cause the construction bidding to be inaccurate since the contractor will not be allowed to work in this area.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for revision; qualifications-based for original authorization.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48060.

23. HIGHWAYS – IDS Engineering Services

**Retroactive Contract** (2003-0289) between MDOT and Spicer Group, Inc., provides for services for which the consultant is prequalified to be performed on an as needed/when needed basis (2 years, 332 days retroactive). The contract term is May 7, 2003, through May 7, 2006. The maximum contract amount is \$4,000,000, and the maximum amount of any authorization is \$1,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

All authorizations issued under this indefinite delivery of services (IDS) contract were appropriately approved by the State Administrative Board (SAB). However, the IDS contract was awarded on May 7, 2003, without being submitted to the SAB for review and approval. With SAB approval, the original contract will remain in place to allow for reimbursement of costs incurred on all authorizations issued under this contract. No new authorizations will be issued under this IDS contract.

**Purpose/Business Case:** To retroactively seek SAB approval of the IDS contract in order to provide reimbursement for services provided. SAB approval of the contract was overlooked by Operations Contract Support. Following the award of the contract, eleven authorizations were issued between September 2003 and January 2005; the authorizations currently total \$1,537,432.48. No new authorizations will be issued under this IDS contract.

**Benefit:** Will allow MDOT to provide reimbursement for the costs of the authorizations under this IDS contract. Currently, MDOT cannot provide for reimbursement of the costs as the IDS contract has not been approved by the SAB.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without SAB approval, MDOT cannot reimburse the consultant for services provided.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

24. HIGHWAYS - IDS Time Extension

**Amendatory Contract** (2003-0289/A1) between MDOT and Spicer Group, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing construction engineering services, including work under authorization (Z4). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 7, 2003, through May 7, 2007. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the IDS contract term by one year to provide sufficient time for the consultant to complete ongoing construction engineering services, including work under authorization (Z4). No new authorizations will be issued under this IDS contract.

**Benefit:** This time extension will allow authorizations written under this IDS contract to be extended as needed, pending State Administrative Board approval.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving this amendatory contract is that the authorizations cannot be extended.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; N/A for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

25. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R1) under Contract (2003-0289) between MDOT and Spicer Group, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete ongoing construction engineering services. The original authorization provides for full construction engineering services to be performed for the reconstruction and repair of M-81 from Colling Road to M-24 in the village of Caro, Tuscola County (CS 79061 - JN 50615A). The revised authorization term will be January 27, 2004, through May 7, 2007. The authorization amount remains unchanged at \$469,014.02. The contract term will be May 7, 2003, through May 7, 2007. Source of Funds: 70% Federal Highway Administration Funds, 15% State Restricted Trunkline Funds, and 15% Village of Caro Funds.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the construction engineering services.

**Benefit:** Will provide for continued construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** 70% Federal Highway Administration Funds, 15% State Restricted Funds, and 15% Village of Caro Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to extend the authorization could result in the loss of needed improvements and loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48723.

26. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z17/R1) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for additional full construction engineering services to be performed and will increase the authorization amount by \$131,000. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The original authorization provides for full construction engineering services to be performed on M-97 over the Clinton River in Clinton Township, Macomb County (CS 50031 - JN 77970A). The authorization term remains unchanged, March 2, 2006, through February 16, 2008. The revised authorization amount will be \$230,000.01. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional full construction engineering services to be performed on M-97 over the Clinton River in Clinton Township, Macomb County. The construction project consists of deck replacement, approach work, steel coating, steel repair, maintaining traffic, and the installation of a deicing system. The original authorization was issued for \$99,000.01 in order to provide for the services within the required time frame, and the remaining amount (Revision 1) was withheld until SAB approval could be secured.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48043.

27. HIGHWAYS – IDS Engineering Services

Authorization (Z6) under Contract (2005-0371) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of design services for the reconstruction of M-29 from I-94 to Baker Road in Chesterfield Township, Macomb County (CS 50072 – JN 45727C). The work items include design surveys, right-of-way surveys, base plans, pavement marking plans, signing plans, maintaining traffic plans, preliminary design plans, and final design plans. The project length is 2.74 miles. The authorization will be in effect from the date of award through August 11, 2008. The authorization amount will be \$795,284.89. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Will provide for the performance of design services for the reconstruction of M-29 from I-94 to Baker Road in Chesterfield Township, Macomb County. The existing roadway was constructed in 1972 and has severe deterioration, as well as operational challenges. The design services will include improvements for drainage, watermain, the intersection, and traffic signals. Operational, capacity, safety, and pedestrian movement analyses will also be included.

**Benefit:** A smoother ride, improved safety, congestion relief, improved pedestrian movement, improved systems operations, and new service life.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The existing roadway will continue to deteriorate and require excessive maintenance to keep it open until it finally fails. Safety and congestion problems will continue to increase.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48047.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5265) between MDOT and the City of Kentwood will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along 44<sup>th</sup> Street from Kalamazoo Avenue to Breton Avenue, including landscaping and decorative paver work.

Estimated Funds:

Federal Highway Administration Funds	\$ 86,203
City of Kentwood Funds	<u>\$ 28,734</u>
Total Funds	<u>\$114,937</u>

STE 41068 – 73837; Kent County

Local Letting

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century.

**Benefit:** Scenic enhancement of transportation system.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Kentwood Funds.

**Commitment Level:** 75% federal up to \$86,203 and the balance by City of Kentwood; based on estimate.

**Risk Assessment:** Contract required in order for the City to receive these federal funds.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** New scenic enhancement of existing roadway.

**Zip Code:** 49518.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2005-5542) between MDOT and the City of Wakefield will provide for funding participation in the construction for the following Transportation Enhancement improvements:

PART A

Construction of a 10-foot wide paved and lighted bicycle path along the west side of Highway M-28 from the City Information Center to the entrance of Eddy Park.

PART B

Furnishing and installation of light standards along the bicycle path from the City Information Center to the entrance of Eddy Park.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$129,500	\$68,000	\$197,500
State Restricted Trunkline Funds	\$ 32,400	\$17,000	\$ 49,400
City of Wakefield Funds	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$161,900</u>	<u>\$85,000</u>	<u>\$246,900</u>

STE 27041 – 83792; Gogebic County

Letting of 3/3/2006 – Part A; Force account Work – Part B

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century.

**Benefit:** Will provide for bicycle and pedestrian facilities.

**Funding Source:** Federal Transportation Enhancement Activities Funds and State Restricted Trunkline Funds.

**Commitment Level:** 80% federal funds, 20% state funds for Parts A and B.

**Risk Assessment:** Part A: To assign maintenance responsibilities; Part B: Contract required in order for City to receive these federal funds and to enable the state to pay for its share.

**New Project Identification:** New pedestrian and bridge facilities.

**Cost Reduction:** Low bid for Part A; improvements for Part B are for City-owned utilities, and the City is performing the work. The estimate was reviewed to make sure it is reasonable and valid.

**Selection:** Low bid for Part A; N/A for Part B.

**Zip Code:** 49968.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0099) between MDOT and Capital Consultants, Inc., will provide for the performance of design services for roadway rehabilitation including cold milling, joint and crack repair, two-course hot mix asphalt (HMA) resurfacing, drainage structure adjustment, intermittent curb and gutter replacement, miscellaneous drainage improvement, and intersection work on M-36 from US-127 to Dexter Trail, Ingham County (CS 33021 - JN 75198C). The work items include design surveys, plans for typical cross-section, staging and maintaining traffic, pavement marking, traffic signal, right-of-way, municipal utility design, and streetscape enhancement work. The authorization will be in effect from the date of award through January 17, 2009. The authorization amount will be \$271,330.85. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of design services for roadway rehabilitation, including cold milling, joint and crack repair, two-course HMA resurfacing, drainage structure adjustment, intermittent curb and gutter replacement, miscellaneous drainage improvement, and intersection work on M-36 from US-127 to Dexter Trail, Ingham County.

**Benefit:** Authorizing this service will provide for safety improvements and result in a better ride for motorists. This project is important for meeting the statewide condition goal.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this service will result in continued deterioration of existing pavement, which will result in a poor ride for motorists and will jeopardize the strategy to improve the existing system and meet statewide condition goals.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48854.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for full construction engineering services for the administration of a contract for cold in-place recycling and resurfacing, drainage improvements, and safety upgrades to be performed on M-34 from M-156 to Hazen Creek, Lenawee County (CS 46041 - JN 56981A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$285,000.01. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering services for the administration of a contract for cold in-place recycling and resurfacing, drainage improvements, and safety upgrades to be performed on M-34 from M-156 to Hazen Creek, Lenawee County.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this service will result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49235.

32. HIGHWAYS - IDS Engineering Services  
Contract (2006-0179) between MDOT and Earl Engineering Services will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
33. HIGHWAYS - IDS Engineering Services  
Contract (2006-0254) between MDOT and Wightman & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
34. HIGHWAYS - IDS Engineering Services  
Contract (2006-0265) between MDOT and PM Environmental, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
35. \*HIGHWAYS - Pavement Management Survey  
Contract (2006-0272) between MDOT and Pathway Services, Inc., will provide for the performance of surveying work and for the collection and processing of pavement condition information in various counties (CS 84900 – JN 848700). The work items will include continuous roadway digital images (synchronized right-of-way perspective images and pavement down view images), surface distress survey data, and transverse/longitudinal pavement profile measurements. The contract will be in effect from the date of award through April 4, 2010. The contract amount will be \$3,202,735. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Business Case:** To provide for the performance of surveying work and for the collection and processing of network-wide pavement surface condition information in various counties. The data will be used for preservation strategy development, project development, and performance analysis. MDOT's 2007 network condition goals are based on remaining service life values that are created in part with this collected data. Beginning in 2006, right-of-way perspective images will be included in the data to support department-wide use of photolog software for various asset management purposes.
- Benefit:** The benefits of regularly measuring and analyzing detailed network pavement condition data include the ability to monitor and manage multiple characteristics of statewide pavements. This assists in decision-making related to network treatment strategy, project prioritization, treatment performance analysis, and new technology evaluation. Some of the data measurement is mandated by the FHWA's Highway Performance Monitoring System and is tied to receipt of federal funding. A proper pavement asset management approach requires access to current quantified measurement of the asset.
- Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The proposed unit item costs are fixed, and the lane-mileage estimate upon which they are based is reliably static.

**Risk Assessment:** Failure to continue systematic, technology-based measurement of pavement condition may lead to the loss of federal funding and the loss of information and evidence with which to support pavement management decisions. Continued collection of pavement surface condition data is a fundamental element of an effective pavement management strategy.

**Cost Reduction:** Low bid by unit.

**Selection:** Low bid.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

36. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering

Amendatory Contract (2006-5051) between MDOT and the Grand Traverse County Road Commission will provide for funding participation in the following improvements utilizing State Build Michigan III Funds:

The performance of preliminary engineering activities for the widening from a two-lane roadway to a four-lane boulevard along Hartman Road from Highway US-31 to Cass Road, the construction of a new four-lane roadway and bridge from Cass Road to east of Keystone Road to connect Hartman Road and Hammond Road, and the widening from a four-lane to a five-lane roadway along Hartman-Hammond Road from Cass Road to Lafranier Road.

The purpose of this amendment is to provide for a maximum overall amount of State Build Michigan III Funds to be applied to the eligible phases under Build Michigan III Grant 359 (Hartman/Hammond Corridor) and Grant 360 (Three Mile Road Improvements) and to allow such funds to be distributed and adjusted among the different phases, including the phase under this contract, such that the combined total does not exceed \$17,500,000. The project cost remains unchanged.

Estimated Funds:

State Restricted Trunkline Funds	\$1,600,000
Grand Traverse County Road Commission Funds	\$ 0
Total Funds	<u>\$1,600,000</u>

MBS 28459 – 59337

Amendment

**Purpose/Business Case:** To amend the original contract to allow state funds to be shifted between the different phases of the overall combined Hartman/Hammond Corridor and Three Mile Road Improvement projects.

**Benefit:** Will allow unused funds to be shifted from one phase to another.

**Funding Source:** State Build Michigan III Funds.

**Commitment Level:** 100% state funds up to an amount not to exceed a combined total of \$17,500,000 for all phases, including the phase under this contract, under the Hartman/Hammond Corridor and Three Mile Road Improvement projects, and the balance, if any, by Grand Traverse County Road Commission; based on estimate.

**Risk Assessment:** With the amendment, MDOT can follow through on its intent to pay for eligible items of work when funds are available.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49686.

\* Denotes a non-standard contract/amendment

37. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering  
Amendatory Contract (2006-5052) between MDOT and the Grand Traverse County Road Commission will provide for funding participation in the following improvements utilizing State Build Michigan III Funds:

PART A

The widening from a two-lane roadway to a four-lane boulevard along Hartman Road from Highway US-31 to Cass Road, the construction of a new four-lane roadway and bridge from Cass Road to east of Keystone Road to connect Hartman Road and Hammond Road, and the widening to a four-lane and a five-lane roadway along Hammond Road from east of Keystone Road to Lafranier Road.

PART B

Widening work for a four-lane and a five-lane roadway along Three Mile Road from South Airport Road to Parsons Road.

PART C

Widening work for a five-lane roadway with curb and gutter along Three Mile Road from Parsons Road to Highway US-31/M-72.

The purpose of this amendment is to provide for (1) the separation of the Part B and Part C portions of the project due to a shift in the limits (moving approximately 0.4 miles from Aero Park Drive to Parsons Road) and to accommodate construction work for the Part C portion of the project being let by MDOT and performed under a separate contract, and (2) a maximum overall amount of State Build Michigan III Funds to be applied to the eligible phases under Build Michigan III Grant 359 (Hartman/Hammond Corridor) and Grant 360 (Three Mile Road Improvements) and to allow such funds to be distributed and adjusted among the different phases, including the phases under this contract, such that the combined total does not exceed \$17,500,000. The project cost for Part A remains unchanged.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>AMEND. PART C</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$9,100,000	\$3,700,000	\$3,100,000	(\$700,800)	\$15,199,200
Grand Traverse County Road Commission Funds	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$9,100,000</u>	<u>\$3,700,000</u>	<u>\$3,100,000</u>	<u>(\$700,800)</u>	<u>\$15,199,200</u>

MBS 28459 – 59337; 59662  
Amendment

**Purpose/Business Case:** To amend the original contract to (1) separate Parts B and C due to a change in the limits and to accommodate construction work for Part C being let by MDOT, and (2) allow state funds to be shifted between the different phases of the overall combined Hartman/Hammond Corridor and Three Mile Road Improvement projects.

**Benefit:** Will allow unused funds to be shifted from one phase to another.

**Funding Source:** State Build Michigan III Funds.

**Commitment Level:** 100% state funds up to an amount not to exceed a combined total of \$17,500,000 for all phases, including the phases under this contract, under the Hartman/Hammond Corridor and Three Mile Road Improvement projects, and the balance, if any, by Grand Traverse County Road Commission; based on estimate.

**Risk Assessment:** With the amendment, MDOT can follow through on its intent to pay for eligible items of work when funds are available.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49686.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2006-5071) between MDOT and the Chippewa County Road Commission will provide for participation in the following improvements:

Reconstruction with sand subbase and aggregate surfacing work along South Kinross Road from approximately 1.5 miles north of Thompson Road northerly approximately 0.75 miles.

Estimated Funds:

Federal Highway Administration Funds	\$74,700
Chippewa County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,400</u>

STL 17045 - 78862  
Local Force Account

**Purpose/Business Case:** To preserve and extend the life of the roadway.

**Benefit:** Will improve and extend the life of the roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Chippewa County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Chippewa County Road Commission.

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

**Cost Reduction:** Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49780.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2006-5072) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Aggregate base and seal coating work along Townline Road from Pea Line Road to Five Mile Road.

Estimated Funds:

Federal Highway Administration Funds	\$72,400
Mackinac County Road Commission Funds	<u>\$18,100</u>
Total Funds	<u>\$90,500</u>

STL 49076 - 77530  
Local Force Account

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To preserve and extend the life of the roadway.

**Benefit:** Will improve and extend the life of the roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Mackinac County Road Commission.

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

**Cost Reduction:** Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49781.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5083) between MDOT and the City of Muskegon will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Lakeshore Drive from McCracken Street to Laketon Avenue.

Estimated Funds:

State Restricted TED Funds	\$375,000
City of Muskegon Funds	<u>\$125,000</u>
Total Funds	<u>\$500,000</u>

EDF 61566 – 86953; Muskegon County  
Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Muskegon Funds.

**Commitment Level:** 75% state up to \$375,000 and the balance by City of Muskegon; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49441.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2006-5126) between MDOT and the City of Cadillac will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Paluster Street from approximately 1,500 feet west of Whaley Road to the east city limits of Cadillac.

Estimated Funds:

State Restricted TED Funds	\$64,000
City of Cadillac Funds	<u>\$16,000</u>
Total Funds	<u>\$80,000</u>

EDF 83566 – 87107; Wexford County  
Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Cadillac Funds.

**Commitment Level:** 80% state up to \$64,000 and the balance by City of Cadillac; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49601.

42. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0004) between MDOT and the City of Alma will extend the authorization term by two years to provide sufficient time for the City to complete the project. The additional time will allow the City to utilize the remaining funds in the grant in combination with other pending grant funds to complete the construction of a facility that will house operations, maintenance, and administration. The City is awaiting release of its FY 2005 Federal Section 5309 Capital Discretionary Program grant, which will provide the additional funding needed for the facility construction, before bidding and awarding the construction contract. The original authorization provides state matching funds for the City's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 29, 2003, through July 28, 2008. The authorization amount remains unchanged at \$952,939. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$762,351; FY 2002 State Restricted Comprehensive Transportation Funds - \$190,588.

**Purpose/Business Case:** To provide for a two-year time extension to provide sufficient time for the City to complete the project by combining remaining funds in this grant with funds in the City's pending FY 2005 Federal Section 5309 Capital Discretionary Program grant before awarding the contract for facility construction.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$762,351; FY 2002 State Restricted Comprehensive Transportation Funds - \$190,588.

**Commitment Level:** Authorization revision amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is time extension to an existing project.

**Zip Code:** 48801.

43. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides public transit service in St. Clair County, will increase the authorization amount by \$1,266,912 due to an increase in the federal award. The additional funding will be used for construction of an administration and maintenance facility. The original authorization provides state matching funds for BWATC's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, August 5, 2005, through August 4, 2008. The revised authorization amount will be \$3,644,168. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,915,334; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$728,834.

**Purpose/Business Case:** To provide for an increase of \$1,266,912 to the authorization due to an increase in the federal award. The additional funds will be used for the construction of an administration and maintenance facility.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$2,915,334; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$728,834.

**Commitment Level:** Authorization revision amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48060.

44. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z4/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb, Wayne, Oakland, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to install bus route signage and acquire automatic data processing (ADP) hardware and software for the Lake Erie Transportation Commission (LETC) in Monroe. The signage work was delayed while the City of Monroe completed sidewalk refurbishing to meet Americans with Disabilities Act requirements. As the sidewalk work is now complete, the signage project may proceed. The ADP project was delayed due to ongoing tower system problems. As a result, LETC has decided to utilize different data options for the ADP project, which is expected to be completed in January 2007. The original authorization provides state matching funds for SMART's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be April 15, 2002, through April 14, 2007. The authorization amount remains unchanged at \$17,327,485. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$13,861,988; FY 2002 State Restricted Comprehensive Transportation Funds - \$3,465,497.

**Purpose/Business Case:** To provide for a one-year time extension to provide sufficient time for SMART to install bus route signage and acquire ADP hardware and software for LETC in Monroe.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$13,861,988; FY 2002 State Restricted Comprehensive Transportation Funds - \$3,465,497.

**Commitment Level:** Authorization revision amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a time extension to an existing project.

**Zip Code:** 48161.

45. \*MULTI-MODAL - Section 5309 Revenue Grant

Contract (2005-0358) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$7,793,717 in federal funds to the state for the purchase of transit vehicles and equipment and for the construction and/or renovation of transit facilities for 27 eligible transit agencies participating in the FY 2005 Federal Section 5309 Capital Discretionary Program. State matching funds in the amount of \$1,749,015 will be provided, for a total grant amount of \$9,542,732. Toll credits in the amount of \$159,531 will be allocated as match. The grant will be in effect from March 14, 2006, through three years. The grant is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$7,793,717; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,749,015.

**Purpose/Business Case:** To provide federal funding for the purchase of transit vehicles and equipment and for the construction and/or renovation of transit facilities for 27 eligible transit agencies participating in the FY 2005 Federal Section 5309 Capital Discretionary Program.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$7,793,717; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,749,015.

**Commitment Level:** Grant amount is based on cost estimates.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** The risk of not approving this grant is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

46. **\*MULTI-MODAL - Section 5311 Operating Revenue Grant**

Contract (2006-0051) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$10,618,010 in Federal Section 5311 Nonurbanized Area Formula Operating Program funds (including \$184,531 in Rural Transit Assistance Program funds) for FY 2006 under Federal Grant MI-18-X039. The grant will be in effect from October 1, 2005, through September 30, 2006. The grant is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$10,618,010.

**Purpose/Business Case:** To provide for the FTA to grant MDOT \$10,618,010 in Section 5311 Operating Assistance funds for FY 2006 under Federal Grant MI-18-X039.

**Benefit:** Increased public safety through improved transportation services.

**Funding Source:** FTA Funds - \$10,618,010.

**Commitment Level:** Grant amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this grant is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** Provides for continuation of this operating assistance program for FY 2006.

**Zip Code:** 48909.

47. **\*MULTI-MODAL - Economic Development**

Contract (2006-0256) between MDOT and Lafarge North America, Inc., will provide financial assistance in the form of a loan for the construction of 750 feet of new track and the installation of two rail crossings. This project will provide the Lafarge Alpena Cement Plant with a new rail loading area for the receipt of alternative fuels and raw materials. The project will aid in the retention of 246 jobs within the city of Alpena. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project amount will be \$175,000. MDOT will loan Lafarge North America, Inc., \$87,500 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Lafarge North America, Inc., meets its annual shipping commitment. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$87,500; Lafarge North America, Inc., Funds - \$87,500.

**Purpose/Business Case:** To provide financial assistance for the construction of 750 feet of new track and the installation of a concrete rail crossing and an asphalt rail crossing at the Lafarge Alpena Cement Plant.

**Benefit:** This project will allow the Alpena Cement Plant to transport existing fuels into the plant by rail when vessel shipments are not feasible during the winter months, will provide a proper and modern alternative fuels and raw materials handling system, will increase the plant's ability to remain competitive in the global cement market, and will significantly reduce the number of truck movements to a minimum on northeastern Michigan roadways.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$87,500; Lafarge North America, Inc., Funds - \$87,500.

**Commitment Level:** The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by Lafarge North America, Inc.

**Risk Assessment:** Not performing this activity could result in the loss of economic growth and job retention to this area.

**Cost Reduction:** Lafarge North America, Inc., will award the project to the lowest responsive bidder.

**Selection:** N/A.

**New Project Identification:** This is a new construction project.

**Zip Code:** 49707.

48. **\*MULTI-MODAL - Michigan Rail Loan Assistance Program**

Contract (2006-0259) between MDOT and Dearborn Steel Center, Inc., will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of 8,585 feet of railroad track. This will include three storage tracks, two tracks for the transload operation, and a lead track into the transload facility. The project will increase the company's rail capacity, allowing it to qualify for unit train service, which will significantly reduce rail shipment times. The project will increase rail shipments by 5,000 to 7,500 rail cars annually, substantially reducing truck traffic from the steel manufacturing regions into the southeast Michigan market. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$1,111,111. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$1,000,000; Dearborn Steel Center, Inc., Funds - \$111,111.

**Purpose/Business Case:** To provide a loan that will help to expand the rail infrastructure at the Dearborn Steel Center, Inc., facility and allow the company to receive an additional 5,000 to 7,500 rail cars of steel; it will also allow the company to qualify for unit train service, which provides enhanced service at a lower cost.

**Benefit:** In addition to making the company more competitive, the project will substantially reduce truck traffic from the steel manufacturing regions into the southeast Michigan market. It also has the potential to create an additional 15 to 25 jobs.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$1,000,000; Dearborn Steel Center, Inc., Funds - \$111,111.

**Commitment Level:** The cost is based on cost estimates; however, contract language limits the state's participation to the loan amount specified.

**Risk Assessment:** If the project is not undertaken, the company's shippers will not receive the significant cost benefits of unit train service and much of the company's steel will continue to be shipped to its facility by truck, greatly increasing the number of trucks on the highways and impacting the safety and cost of highway maintenance.

**Cost Reduction:** Eligible costs will be reimbursed only after the company has contributed its matching share of project costs.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48126.

49. **\*MULTI-MODAL - Michigan Rail Loan Assistance Program**

Contract (2006-0260) between MDOT and National Standard, LLC, will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of a 1,950-foot railroad spur at the Niles facility of National Standard, LLC. The project will allow National Standard, LLC, to significantly reduce transportation costs for inbound steel and thus remain competitive. It will ensure the viability of National Standard, LLC, and aid in the retention of 239 jobs. The project will also reduce truck traffic by an estimated 1,800 trucks per year, which will reduce highway congestion and maintenance costs. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$749,860. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$674,874; National Standard, LLC, Funds - \$74,986.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide MiRLAP loan funding for the construction of a 1,950-foot rail spur to establish rail service at the Niles facility of National Standard, LLC.

**Benefit:** The project will reduce the company's transportation costs, enabling the company to remain competitive, and will aid in the retention of 239 jobs currently located in Niles. In addition, truck traffic will be reduced by an estimated 1,800 trucks per year, which will reduce highway congestion and maintenance costs.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$674,874; National Standard, LLC, Funds - \$74,986.

**Commitment Level:** The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$674,874.

**Risk Assessment:** If the project is not undertaken, National Standard, LLC, will remain at a competitive disadvantage in the wire market. The Niles facility may prove to be no longer viable and 239 jobs could be at risk.

**Cost Reduction:** Eligible costs will be reimbursed only after the company has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49120.

50. \*MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2006-0261) between MDOT and L. Walther & Sons, Inc., will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of 3,993 linear feet of track for a rail spur and a storage track. The project also includes the construction of a building enclosure, concrete loading/unloading docks, and a loading/unloading conveyor, all needed for the transload operation. Construction of the facility is estimated at \$20 million; it is designed to process 400 million pounds of potatoes at the site in St. Joseph County and result in the expansion of the potato industry in Michigan. It is expected to create forty permanent jobs at the site and an additional forty jobs (ten permanent and thirty seasonal) in farming positions, and it will generate approximately 200 rail cars per year with the potential of an additional 200 per year within three years. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$1,111,111. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$1,000,000; L. Walther & Sons, Inc., Funds - \$111,111.

**Purpose/Business Case:** To provide MiRLAP loan funding for the construction of a railroad spur, a storage track, and various elements of a transload facility to be constructed in St. Joseph County approximately one mile north of the Michigan/Indiana state line. The facility is designed to process 400 million pounds of potatoes.

**Benefit:** The project will expand market opportunities for Michigan-grown potatoes, create forty jobs at the processing facility, and create an additional forty (ten permanent and thirty seasonal) farming jobs in the surrounding area.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$1,000,000; L. Walther & Sons, Inc., Funds - \$111,111.

**Commitment Level:** The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$1,000,000.

**Risk Assessment:** If the project is not undertaken, Michigan potato growers will not have access to this expanded marketing opportunity, the \$20 million transload facility will likely not be built in Michigan, and the state will not gain the approximately forty permanent jobs to be created at the facility plus an additional forty farming jobs (ten permanent and thirty seasonal) in the local community.

**Cost Reduction:** Eligible costs will be reimbursed only after the company has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49099.

\* Denotes a non-standard contract/amendment

51. \*MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2006-0264) between MDOT and Lafarge North America, Inc., (Lafarge) will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the installation of a rail off-loading system that will facilitate Lafarge's use of alternative fuels and raw materials at its cement plant in Alpena. The project will give Lafarge the flexibility to receive fuels via rail and increase the amount of raw materials shipped by rail. This will reduce Lafarge's reliance on truck and ship movements, especially during the winter months. This project is part of Lafarge's \$75 million plant expansion and upgrade initiative. It will increase the plant's ability to remain competitive, provide job stability for its 246 employees, and increase opportunities for Michigan contractors. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$411,111. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$370,000; Lafarge North America, Inc., Funds - \$41,111.

**Purpose/Business Case:** To provide MiRLAP loan funding to Lafarge for the installation of a rail off-loading system that will allow Lafarge to use alternative fuels and raw materials at its cement plant in Alpena.

**Benefit:** The project will allow Lafarge to use alternative fuels and raw materials at its cement plant in Alpena, and it will give Lafarge the flexibility to receive fuels, via rail, that are now being received exclusively via vessels on the Great Lakes. The project will increase the plant's ability to remain competitive and provide job stability for its 246 workers.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$370,000; Lafarge North America, Inc., Funds - \$41,111.

**Commitment Level:** Contract language limits the state's participation to the loan amount specified.

**Risk Assessment:** If the project is not undertaken, Lafarge will miss out on an opportunity to expand and upgrade its Alpena plant operation and decrease its dependence on fossil fuels. It will also miss out on the opportunity to decrease reliance on truck movements in the shipping of raw materials.

**Cost Reduction:** Eligible costs will be reimbursed only after the company has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49707.

52. \*MULTI-MODAL - Intercity Capital

Contract (2006-0278) between MDOT and Indian Trails, Inc., located in Owosso, will provide state intercity funding for a ticketing system for intercity bus service. The ticketing system will allow Indian Trails, Inc., to print tickets, quote all route schedules, track sales by route, and allow riders to purchase tickets on the Internet. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$285,668. Source of Funds: FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$285,668. FY 2007 funding is contingent upon legislative appropriation.

**Purpose/Business Case:** To provide state intercity funding for an intercity bus passenger ticketing system.

**Benefit:** Increased intercity bus passenger traffic and travel efficiencies through improved transportation services.

**Funding Source:** FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$285,668.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this contract is that the quality of intercity bus passenger service will decline.

**Cost Reduction:** Contract amount is determined by MDOT based on cost estimates and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48867.

\* Denotes a non-standard contract/amendment

53. \*MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2002-0345/A3) between MDOT and the Capital Region Airport Authority (CRAA) will increase the contract amount by \$1,998,000 for this multi-year project due to an increase in federal grant funds and for higher than anticipated project costs. The original contract provides for the rehabilitation of the terminal baggage claim area and for the design and construction of the west and east hangar taxiways at the Capital City Airport in Lansing, Michigan. The contract term remains unchanged, April 8, 2002, through April 7, 2022. The revised contract amount will be \$7,271,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$4,608,000	\$1,440,183	\$6,048,183
State Restricted Aeronautics Funds	\$ 256,000	\$ 80,010	\$ 336,010
CRAA Funds	<u>\$ 409,000</u>	<u>\$ 477,807</u>	<u>\$ 886,807</u>
Total	<u>\$5,273,000</u>	<u>\$1,998,000</u>	<u>\$7,271,000</u>

**Purpose/Business Case:** To provide for an increase in federal grant funds for this multi-year project and to provide for an increase in local funds to cover various increases in engineering and construction costs. The engineering and construction costs were higher than anticipated.

**Benefit:** Will provide the funding needed to complete the work and close the project.

**Funding Source:** FAA Funds - \$6,048,183; State Restricted Aeronautics Funds - \$336,010; CRAA Funds - \$886,807; Contract Total - \$7,271,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not awarding the amendment is the loss of federal funding for this project.

**Cost Reduction:** All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48906.

54. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2005-0156/A1) between MDOT and the Houghton County Board of Commissioners will extend the contract term by six months in order to allow sufficient time for the consultant to complete the airport newsletter and brochure. The original contract provides for an airport awareness grant under the Air Service Program to improve community awareness of available services and airport facilities at the Houghton County Memorial Airpark in Hancock, Michigan. The revised contract term will be April 14, 2005, through October 13, 2006. The contract amount remains unchanged at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Houghton County Funds - \$2,778.

**Purpose/Business Case:** To provide sufficient time for the airport and consultant to complete the airport newsletter and brochure.

**Benefit:** Will allow for the completion of the work and close out of the project.

**Funding Source:** State Restricted Aeronautics Funds - \$25,000; Houghton County Funds - \$2,778; Contract Total - \$27,778.

**Commitment Level:** There is no increase in funding.

**Risk Assessment:** If the contract is not awarded, certain awareness activities cannot be accomplished within the term of the present contract.

**Cost Reduction:** In the early 1990's, \$50,000 per airport was allocated for these types of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

**New Project Identification:** This is a time extension for an existing contract.

**Zip Code:** 49913.

55. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0268) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the design for the rehabilitation of taxiway B and connectors and the extension and lighting of taxiway A and B to the end of runway 31 at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$229,000. Source of Funds: FAA Funds (via block grant) - \$183,200; State Restricted Aeronautics Funds - \$40,075; Livingston County Funds - \$5,725.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of taxiway B and connectors and the extension and lighting of taxiway A and B to the end of runway 31.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$183,200; State Restricted Aeronautics Funds - \$40,075; Livingston County Funds - \$5,725; Contract Total - \$229,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation at an existing facility.

**Zip Code:** 48855.

56. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2006-0269) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$18,900. Source of Funds: FAA Funds (via block grant) - \$15,120; State Restricted Aeronautics Funds - \$3,307; Jackson County Funds - \$473.

**Purpose/Business Case:** To provide for the update of the ALP.

**Benefit:** Will meet current FAA standards and requirements.

**Funding Source:** FAA Funds (via block grant) - \$15,120; State Restricted Aeronautics Funds - \$3,307; Jackson County Funds - \$473; Contract Total - \$18,900.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for the update of an existing document.

**Zip Code:** 49202.

57. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2006-0271) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$82,200. Source of Funds: FAA Funds (via block grant) - \$65,760; State Restricted Aeronautics Funds - \$14,385; Huron County Funds - \$2,055.

**Purpose/Business Case:** To provide for the update of the ALP.

**Benefit:** Will meet current FAA standards and requirements.

**Funding Source:** FAA Funds (via block grant) - \$65,760; State Restricted Aeronautics Funds - \$14,385; Huron County Funds - \$2,055; Contract Total - \$82,200.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for the update of an existing document.

**Zip Code:** 48413.

58. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2006-0274) between MDOT and the City of Fremont will provide federal and state grant funds for the design of the precision approach path indicator (PAPI) and for the rehabilitation of the apron, the installation of perimeter fencing and PAPI, and for clearing at the Fremont Municipal Airport in Fremont, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$648,000. Source of Funds: FAA Funds (via block grant) - \$518,400; State Restricted Aeronautics Funds - \$113,400; City of Fremont Funds - \$16,200.

**Purpose/Business Case:** To provide for the development of engineering plans for PAPI and for the rehabilitation of the aircraft-parking apron, the installation of animal control perimeter fencing and PAPI, and for clearing.

**Benefit:** The development of the engineering plans for the PAPI will provide a design that meets all federal and state safety and airport design standards. The construction of the airport improvements will enhance the safety of the airport.

**Funding Source:** FAA Funds (via block grant) - \$518,400; State Restricted Aeronautics Funds - \$113,400; City of Fremont Funds - \$16,200; Contract Total - \$648,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions. The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders for the fencing and three bidders for the apron.

**Selection:** N/A.

**New Project Identification:** The work is for rehabilitation and improvement of an existing facility.

**Zip Code:** 49412.

59. \*MULTI-MODAL (Aeronautics) - State Block Grant from FAA  
 Contract (2006-0280) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$5,268,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or April 2016, whichever is later.
- Purpose/Business Case:** To provide federal funding used for airport improvement projects at general aviation airports as determined by the state.  
**Benefit:** Increased public safety through capital improvement projects and expanded airport security measures.  
**Funding Source:** 100% FAA Funds.  
**Commitment Level:** MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.  
**Risk Assessment:** This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.  
**Cost Reduction:** The grant amount is not negotiable.  
**Selection:** N/A.  
**New Project Identification:** The grant will provide federal funds for various projects throughout the state, some of which may be new projects.  
**Zip Code:** 48909.
60. MULTI-MODAL (Aeronautics) - Snow Removal Equipment Building  
 Contract (2006-0281) between MDOT and the Oceana County Board of Commissioners will provide federal and state grant funds for the construction of a building to house snow removal equipment (SRE) at the Oceana County Airport in Hart, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$95,000. Source of Funds: FAA Funds (via block grant) - \$76,000; State Restricted Aeronautics Funds - \$16,625; Oceana County Funds - \$2,375.
- Purpose/Business Case:** To provide for the construction of a building to house SRE.  
**Benefit:** Will provide a place to store and maintain the SRE when it is not being used.  
**Funding Source:** FAA Funds (via block grant) - \$76,000; State Restricted Aeronautics Funds - \$16,625; Oceana County Funds - \$2,375; Contract Total - \$95,000.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.  
**Cost Reduction:** The construction was bid locally and awarded to the lowest bidder.  
**Selection:** N/A.  
**New Project Identification:** The SRE will replace old worn-out equipment.  
**Zip Code:** 49420.

## STATE PROJECTS

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,302,473.42	Same	1
Aggregate Industries-Central Region	\$ 1,282,724.25	Same	REJ
Consumers Asphalt Company			

## 2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

83987A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49013.

Structure replacement and approach work, maintaining traffic, channel excavation and placing riprap on M-46 over the west branch of the Pine River, Gratiot County.

## 4 Bidders

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

80124A

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

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63. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603097  
 PROJECT BRT 74022-80667  
 LOCAL AGRMT.  
 START DATE - MAY 01, 2006  
 COMPLETION DATE - AUGUST 04, 2006

ENG. EST.  
 \$ 444,218.75

LOW BID  
 \$ 546,710.40

% OVER/UNDER EST.  
 23.07 %

Bridge replacement with precast culvert on M-90 over the  
 West Branch of Mills Creek, Sanilac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.J. Construction, Inc.</b>	<b>\$ 546,910.40</b>	<b>\$ 546,710.40</b>	<b>1 **</b>
Rohde Brothers Excavating, Inc.	\$ 579,264.28	\$ 579,254.28	2
J.E. Kloote Contracting, Inc.	\$ 623,444.68	Same	3
Marlette Excavating Company	\$ 630,410.66	\$ 627,498.66	4
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
Fisher Contracting Company			
McDowell Construction , L.L.C.			

4 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

80667A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48726.

64. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603114  
 PROJECT IM 82252-83959  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 25, 2006

ENG. EST.  
 \$ 2,425,017.07

LOW BID  
 \$ 2,727,553.41

% OVER/UNDER EST.  
 12.48 %

5.80 mi of hot mix asphalt cold milling and resurfacing including joint repairs on I-75 from Piquette Street northerly to M-102 (8 Mile Road), in the cities of Detroit and Hamtramck, Wayne County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 2,727,553.41</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.	\$ 2,790,990.25	Same	2
Cadillac Asphalt, LLC.	\$ 2,880,667.55	Same	3
John Carlo, Inc.	\$ 3,087,462.13	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

83959A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48212.



66. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603137  
 PROJECT NH 21051-60297  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 25, 2006

ENG. EST.  
 \$ 1,632,564.50

LOW BID  
 \$ 1,692,912.81

% OVER/UNDER EST.  
 3.70 %

5.31 mi of detail 7 and 8 joint repairs, trenching, hot mix asphalt cold milling and resurfacing on US-41 from the north end of the Osier passing relief lanes northerly to north of Niemi Road, Delta and Alger Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,692,912.81	Same	1 **
Bacco Construction Company	\$ 1,807,935.89	Same	2
Rieth-Riley Construction Co., Inc.			

2 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60297A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49878.

## LOCAL PROJECTS

67.	LETTING OF MARCH 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0603058	\$ 574,735.00	\$ <b>636,653.05</b>
	PROJECT MCS 12003-83837		
	LOCAL AGRMT. 06-5020		% OVER/UNDER EST.
	START DATE - JUNE 12, 2006		
	COMPLETION DATE - SEPTEMBER 30, 2006		10.77 %

Remove existing structure and construct a precast concrete three-sided culvert bridge and related approach work on Cranson Road over Prairie River, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J.E. Kloote Contracting, Inc.</b>	<b>\$ 636,653.05</b>	<b>Same</b>	<b>1 **</b>
Heystek Contracting Inc.	\$ 642,640.50	Same	2
E.T. MacKenzie Company	\$ 649,754.85	Same	3
Milbocker and Sons, Inc.	\$ 657,343.56	Same	4
Anlaan Corporation	\$ 676,669.03	Same	5
Hoffman Bros., Inc.	\$ 679,223.50	Same	6
Davis Construction, Inc.	\$ 696,870.56	Same	7
S.L. & H. Contractors, Inc.	\$ 744,647.04	Same	8
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Hardman Construction, Inc.			
Balkema Excavating, Inc.			
L.J. Construction, Inc.			
Quantum Construction Company, Inc.			
Nashville Construction Company			

## 8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83837A

Branch County	5.00 %
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State Restricted Trunkline Funds	95.00 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49036.

68. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603074  
 PROJECT CM 14400-82974  
 LOCAL AGRMT. 05-5383  
 START DATE - MAY 15, 2006  
 COMPLETION DATE - AUGUST 31, 2006

ENG. EST.	LOW BID
\$ 81,978.95	\$ 111,998.98
% OVER/UNDER EST.	
	36.62 %

Add left turn lanes and semi-actuated signals on Redfield Street at M-62 intersection, in Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 111,998.98	Same	1 **
Wolverine Electrical Contracting,	\$ 123,128.23	Same	2
DVT Electric, Inc	\$ 130,238.00	Same	3
Trans Tech Electric Limited Partner	\$ 131,716.75	Same	4
Severance Electric Co., Inc.	\$ 133,933.48	Same	5
Strain Electric Company			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

82974A	
Cass County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49112.

## EXTRAS

69. **Extra 2006 - 30**

Control Section/Job Number: 39042-78499 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: J. Slagter & Son Construction Co.  
1326 142nd Avenue  
Wayland, MI 49348

Designed By: MDOT  
Engineer's Estimate: \$521,365.71

Description of Project:

Guardrail upgrading on M-96 from the Kalamazoo River to east of Blalock Street and at various locations on US-131, I-94 and I-196 in Allegan, Kalamazoo and St. Joseph Counties.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	November 2, 2004	
Original Contract Amount:	\$610,700.14	
Total of Overruns/Changes (Approved to Date):	(4,900.61)	- 0.80%
Total of Extras/Adjustments (Approved to Date):	70,325.00	+ 11.52%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>87,675.79</u></b>	<b><u>+ 14.36%</u></b>
<b>Revised Total</b>	<b><u>\$763,800.32</u></b>	<b>+ 25.08%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.72% over the original budget for an **Authorized to Date Amount** of \$676,124.53.

Approval of this extra will place the authorized status of the contract 25.08% or \$153,100.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12, 13

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 12**

Station Grading	25.500 Sta @ \$725.00/Sta	\$18,487.50
Bridge Railing, Thrie Beam Retrofit	1,875.000 Ft @ \$32.75/Ft	61,406.25
Guardrail Anch, Bridge, Det A2	3.000 Ea @ \$1,435.00/Ea	4,305.00
Total		<u>\$84,198.75</u>

**CM 13**

Traffic Control Adjustment		<u>\$3,477.04</u>
Total		<u>\$3,477.04</u>

**Grand Total****\$87,675.79****Reason(s) for Extra(s)/Adjustment(s):****CM 12**

Each extra work item on this contract modification was established on a previous contract modification. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

The contractor was directed to grade the topography at numerous guardrail locations throughout the project limits. The grading will ensure that the proper slope is achieved at the approach and departing ends of each guardrail installation. This will guarantee the safety of the guardrail applications and their effectiveness. The grading work was inadvertently omitted during the design phase. The extra cost for Station Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on previous region projects.

Several project locations required the placement of thrie beam retrofit guardrail and the respective bridge guardrail anchorage to properly address the field conditions. The thrie beam retrofit guardrail spans the existing bridge railing to safely maintain traffic across the bridge. The project plans called for guardrail connections that were not applicable to the field conditions. The extra cost for Bridge Railing Thrie Beam Retrofit and Guardrail Anch, Bridge, Det A2 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. This work was partially offset by a previous \$31,970.00 reduction in the original bid item of Guardrail, Anch, Bridge, Det T3.

**CM 13**

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 27 days without the assessment of liquidated damages. Several traffic control pay items were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and are now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 100%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 49001.

70. **Extra 2006 - 35**

Control Section/Job Number:	84912-77477	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	John R. Howell, Inc. 9200 Bridge Hwy Dimondale, MI 48821	
Designed By:	MDOT	
Engineer's Estimate:	\$392,630.38	

Description of Project:

Traffic signal modernization and upgrade at twelve locations on various routes in the cities of Alpena and Rogers City, in the townships of Green and Oscoda, Alpena, Iosco, and Presque Isle Counties.

Administrative Board Approval Date:	August 17, 2004	
Contract Date:	August 23, 2004	
Original Contract Amount:	\$398,913.10	
Total of Overruns/Changes (Approved to Date):	37,635.22	+ 9.43%
Total of Extras/Adjustments (Approved to Date):	31,057.75	+ 7.79%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>79,063.60</u></b>	<b><u>+ 19.82%</u></b>
<b>Revised Total</b>	<b><u>\$546,669.67</u></b>	<b>+ 37.04%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.22% over the original budget for an **Authorized to Date Amount** of \$467,606.07.

Approval of this extra will place the authorized status of the contract 37.04% or \$147,756.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Sign & Foundation, Remove M68 & US23	5.000 Ea @ \$575.00/Ea	\$2,875.00
Sign & Foundation, Erect, (Salvage Sign & Post) M68 & US23	5.000 Ea @ \$700.00/Ea	3,500.00
Force Account, Time, and Materials Pole Failure @ M65 & M32 (west)		5,291.00
Conduit, DB, 1, 3 inch M68 & US23	108.000 Ft @ \$8.70/Ft	939.60
Conduit, Jacked Bored Rock (Special) M68 & US23	329.000 Ft @ \$202.00/Ft	<u>66,458.00</u>
<b>Total</b>		<b><u>\$79,063.60</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The existing sign foundations at M-68 and US-23 did not have conduit connections to facilitate the proposed sign upgrades. This work included five signs that required new foundations, steel sleeves, and conduit connections. The contractor was directed to remove the foundation, salvage the sign and post, and place a new foundation. The extra cost for Sign & Foundation, Remove M68 & US23 and Sign & Foundation, Erect, (Salvage Sign & Post) M68 & US23 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with daily records and force account records from the contractor.

The planned work at the intersection of M-32 and M-65 depict the usage of the existing MDOT traffic signal poles. During construction operations, these poles failed causing the recently installed traffic signal equipment to fall to the roadway surface. New poles were installed and the contractor was directed to re-install the new traffic signal equipment, as the equipment was not damaged during the pole failure. The extra cost for Force Account, Time, and Materials Pole Failure @ M65 & M32 (west) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Conduit work at the intersection of US-23 and M-68 could not be completed as shown in the project plans, as a differing site condition was present. The existing conduit was not present as shown in the project plans. A project redesign was processed for the construction and placement of conduits at the intersection. The contractor was directed to direct bury the conduit in the intersection. The extra cost for Conduit, DB, 1, 3 inch M68 & US23 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The extra work item Conduit, Jacked Bored Rock (Special) M68 & US23 is the result of a differing site condition. The contractor was directed to jack and bore a conduit through soil that contained rock, as the conduit that was shown in the plans did not exist. The extra cost for Conduit, Jacked Bored Rock (Special) M68 & US23 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with daily records and force account records from the contractor.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49707.

71. **Extra 2006 - 36**

Control Section/Job Number:	09101-79140	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	J. Slagter & Son Construction Co. 1326 142nd Avenue Wayland, MI 49348	
Designed By:	MDOT	
Engineer's Estimate:	\$305,999.78	
Description of Project:		

11.638 mi of guardrail removal and replacement on US-10 from Patrick Road easterly to the I-75/US-10 interchange in the village of Auburn, in the townships of Williams and Monitor, Bay and Midland Counties.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 7, 2004	
Original Contract Amount:	\$417,790.35	
Total of Overruns/Changes (Approved to Date):	67,768.94	+ 16.22%
Total of Extras/Adjustments (Approved to Date):	33,630.00	+ 8.05%
Total of Negative Adjustments (Approved to Date):	(675.00)	- 0.16%
<b>THIS REQUEST</b>	<b><u>23,550.00</u></b>	<b><u>+ 5.64%</u></b>
<b>Revised Total</b>	<b><u>\$542,064.29</u></b>	<b>+ 29.75%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.11% over the original budget for an **Authorized to Date Amount** of \$518,514.29.

Approval of this extra will place the authorized status of the contract 29.75% or \$124,273.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-009	3	\$9,630.00	02/07/06

Contract Modification Number(s): 2 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Embankment, LM	700.000 Cyd @ \$30.00/Cyd	\$21,000.00
Guardrail, Backed, Det G3	2.000 Ea @ \$1,275.00/Ea	<u>2,550.00</u>
<b>Total</b>		<b><u>\$23,550.00</u></b>

### Reason(s) for Extra(s)/Adjustment(s):

The extra work item Embankment, LM was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

The contractor was directed to perform additional embankment work, as it was not included in the original project plans. The embankment work was necessary to provide the proper approach to the median guardrail anchorages. The embankment work will ensure that the anchorages will perform as designed and provide the safety as intended for the motoring public. The extra cost for Embankment, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The extra work item Guardrail, Backed, Det G3 was newly established on this contract modification.

An existing eight-foot culvert at the 9 Mile Road overpass had to be spanned as part of an overall guardrail run. Guardrail posts cannot be driven in culverts and the standard guardrail backed detail application was required in this area. The typical pay item for this work was inadvertently omitted from the project plans during the design phase. The extra cost for Guardrail, Backed, Det G3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 100%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48611.

72. **Extra 2006 - 37**

Control Section/Job Number: 76061-75196 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ron Bretz Excavating, Inc.  
36 Turrill Road  
Lapeer, MI 48446

Designed By: Wilcox Professional Services, LLC  
Engineer's Estimate: \$1,278,566.64

Description of Project:

0.77 mi of hot mix asphalt cold milling and resurfacing, hot mix asphalt reconstruction, minor widening, curb and gutter, storm sewer work and new traffic signal on M-21 from west of Delaney Road to Chestnut Street in the city of Owosso, Owosso Township, Shiawassee County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 13, 2004	
Original Contract Amount:	\$1,151,664.35	
Total of Overruns/Changes (Approved to Date):	2,973.11	+ 0.26%
Total of Extras/Adjustments (Approved to Date):	66,164.82	+ 5.75%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>6,003.92</u></b>	<b><u>+ 0.52%</u></b>
<b>Revised Total</b>	<b><u>\$1,226,806.20</u></b>	<b>+ 6.53%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.01% over the original budget for an **Authorized to Date Amount** of \$1,220,802.28.

Approval of this extra will place the authorized status of the contract 6.53% or \$75,141.85 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 22

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 22**

Segmental Masonry Retaining Wall	65.260 Sft @ \$92.00/Sft	<u>\$6,003.92</u>
<b>Total</b>		<b><u>\$6,003.92</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The extra work item Segmental Masonry Retaining Wall was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

The contractor was directed to remove and replace the existing concrete retaining wall. The proposed roadway grade at the existing retaining wall was lowered per plan. This lowering caused additional grading work at several project driveways and inadvertently exposed the footing of the retaining wall. The grading work at the driveways was more than anticipated during the design phase. One segment of the retaining wall fell down and due to the existing condition of the wall, it was decided to replace the entire section. The concrete retaining wall was replaced with a segmental masonry retaining wall. The extra cost for Segmental Masonry Retaining Wall was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid items.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48867.

73. **Extra 2006 - 38**

Control Section/Job Number: 09011-31804-2 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Maclean Construction Company  
P.O. Box 190  
Ludington, MI 49431

Designed By: Orchard, Hiltz & McCliment, Inc.  
Engineer's Estimate: \$8,760,928.13

Description of Project:

Reconstruction and widening to four lanes, landscaping, tree planting and maintenance on M-84 from Pierce Road north to Delta Road in the townships of Kochville and Frankenlust, Bay and Saginaw Counties.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$10,128,015.16	
Total of Overruns/Changes (Approved to Date):	1,481,982.91	+ 14.63%
Total of Extras/Adjustments (Approved to Date):	700,121.25	+ 6.91%
Total of Negative Adjustments (Approved to Date):	(109,600.00)	- 1.08%
<b>THIS REQUEST</b>	<b><u>545,052.71</u></b>	<b><u>+ 5.38%</u></b>
<b>Revised Total</b>	<b><u>\$12,745,572.03</u></b>	<b>+ 25.84%</b>

**Offset Information**

Total Offsets This Request	(74,518.30)	- 0.74%
Net Revised Request	\$470,534.41	+ 4.65%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 20.46% over the original budget for an **Authorized to Date Amount** of \$12,200,519.32.

Approval of this extra will place the authorized status of the contract 25.84% or \$2,617,556.87 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-128	14, 20, 22 r. 1, 24	\$433,208.46	11/01/05

Contract Modification Number(s): 27 r. 2, 28 r. 3, 30 r. 4, 31 r. 1, 32 r. 2, 33 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 27**

Regular Dry ONLY (Legend)	3.000 Ea @ \$30.00/Ea	\$90.00
Regular Dry Right Turn Arrow	3.000 Ea @ \$25.00/Ea	75.00
Regular Dry Left Turn Arrow	3.000 Ea @ \$25.00/Ea	75.00
Regular Dry Thru Arrow	1.000 Ea @ \$15.00/Ea	15.00
Regular Dry Stop Bar 600 mm Extra	9.940 m @ \$9.94/m	98.80
Pavt Mrkg, Regular Dry, 100 mm, White	2,900.000 m @ \$0.155/m	449.50
Pavt Mrkg, Regular Dry, 100 mm, Yellow	1,122.550 m @ \$0.155/m	174.00
Pavt Mrkg, Regular Dry, 150 mm, White	11,530.000 m @ \$0.233/m	2,686.49
Pavt Mrkg, Regular Dry, 150 mm, Yellow	11,530.000 m @ \$0.233/m	2,686.49
Pavt Mrkg, Longit, 125 or Less Width, Rem	315.400 m @ \$1.56/m	492.02
Pavt Mrkg, Reg Dry, 2 <sup>nd</sup> Appl, 100, Yellow	1,122.550 m @ \$0.13700	153.79
Pavt Mrkg, Reg Dry, 2 <sup>nd</sup> Appl, 150, Yellow	11,530.000 m @ \$0.207/m	2,386.71
Pavt Mrkg, Regular Dry, 2 <sup>nd</sup> Appl, 100, White	2,900.000 m @ \$0.137/m	397.30
Pavt Mrkg, Regular Dry, 2 <sup>nd</sup> Appl, 150, White	11,530.000 m @ \$0.207/m	<u>2,386.71</u>
<b>Total</b>		<b><u>\$12,166.81</u></b>

**CM 27 Offset Information**

Pavt Mrkg, Overlay Cold Plastic, Only	-3.000 Ea @ \$195.00/Ea	(\$585.00)
Pavt Mrkg, Thermopl, 100 mm, White	-22,835.000 m @ \$0.66/m	(15,071.10)
Pavt Mrkg, Thermopl, 100 mm, Yellow	-11,530.000 m @ \$2.46/m	(28,363.80)
Pavt Mrkg, Thermopl, 200 mm, White	-1,725.000 m @ \$4.92/m	(8,487.00)
Pavt Mrkg, Thermopl, 200 mm, Yellow	-250.000 m @ \$4.92/m	(1,230.00)
Pavt Mrkg, Thermopl, 300 mm, Yellow	-115.000 m @ \$9.38/m	(1,078.70)
Pavt Mrkg, Overlay Cold Plas, 600, Stop Bar	-60.000 m @ \$41.82/m	(2,509.20)
Pavt Mrkg, Overlay Cold Plas, Thu Ar Sym	-1.000 Ea @ \$145.00/Ea	(145.00)
Pavt Mrkg, Overlay Cold Plastic, Lt Ar Sym	-3.000 Ea @ \$175.00/Ea	(525.00)
Pavt Mrkg, Overlay Cold Plastic, Rt Ar Sym	-3.000 Ea @ \$175.00/Ea	(525.00)
Pavt Mrkg, Thermopl, 300, X	-16,325.000 m @ \$0.98/m	<u>(15,998.50)</u>
<b>Total</b>		<b><u>(\$74,518.30)</u></b>

**Net Revised CM 27 Request** **(\$62,351.49)**

**CM 28**

Regular Dry ONLY (Legend)	37.000 Ea @ \$30.00/Ea	\$1,110.00
Regular Dry Right Turn Arrow	3.000 Ea @ \$25.00/Ea	75.00
Regular Dry Left Turn Arrow	31.000 Ea @ \$25.00/Ea	775.00
Saw Cut, Intermediate for Bituminous	68.800 m @ \$5.00/m	344.00
Abandon Well	1.000 LS @ \$525.00/LS	525.00
Water Main Restocking Fee		4,645.50
Hydrant Extensions		<u>3,550.00</u>
Total		<u>\$11,024.50</u>

**CM 30**

Minor Traffic Devices Adjustment		\$51,866.40
Adjustment to Flag Control		10,373.28
Adjustment Sign Type B, Temp		<u>756.59</u>
Total		<u>\$62,996.27</u>

**CM 31**

Sewer, Casing 1067 mm, Jack Bored	35.000 m @ \$1,300.00/m	\$45,500.00
Drainage Str, 2400 mm Dia	2.000 Ea @ \$10,000.00/Ea	20,000.00
Traffic Control	1.000 LS @ \$15,000.00/LS	15,000.00
Culv End Sect, Conc, 1200 mm	1.000 Ea @ \$2,000.00/Ea	2,000.00
Culv, Slp End Sect, 1:4, 600 mm Transv	2.000 Ea @ \$1,000.00/Ea	2,000.00
Dr Structure, 1500 mm Dia	2.000 Ea @ \$2,600.00/Ea	5,200.00
Mulch	1,500.000 m2 @ \$0.40/m2	600.00
Sewer, Cl 2, 1200 mm, Tr Det B	32.6000 m @ \$1,400.00/m	45,640.00
Sewer, Cl 2, 600 mm, Tr Det B	185.000 m @ \$350.00/m	64,750.00
Sewer, Cl 2, 750 mm, Tr Det B	152.200 m @ \$535.00/m	<u>81,427.00</u>
Total		<u>\$282,117.00</u>

**CM 32**

Backfill, Swamp, Negotiated Price	9,463.200 m3 @ \$14.00/m3	\$132,484.80
Subgrade Undercutting, Type I, Pay for		
Hauling Off Site Material	2,503.320 m3 @ \$15.75/m3	<u>39,427.29</u>
Total		<u>\$171,912.09</u>

**CM 33**

Regular Dry Stop Bar 600 mm extra	22.670 m @ \$9.94/m	\$225.34
Pavt Mrkg, Regular Dry, 100 mm, White	232.430 m @ \$0.155/m	36.03
Pavt Mrkg, Regular Dry, 100 mm, Yellow	2,560.350 m @ \$0.155/m	396.85
Pavt Mrkg, Longit, 125 or Less Width, Rem	719.400 m @ \$1.56/m	1,122.26
Pavt Mrkg, Reg Dry, 2 <sup>nd</sup> Appl, 100, Yellow	2,560.350 m @ \$0.137/m	350.77
Pavt Mrkg, Reg Dry, 2 <sup>nd</sup> Appl, 150, Yellow	4,917.910 m @ \$0.207/m	1,018.01
Pavt Mrkg, Regular Dry, 2 <sup>nd</sup> Appl, 100, White	232.430 m @ \$0.137/m	31.84
Pavt Mrkg, Regular Dry, 2 <sup>nd</sup> Appl, 150, White	7,994.870 m @ \$0.207/m	<u>1,654.94</u>
Total		<u>\$4,836.04</u>

**Grand Total****\$545,052.71****Total Offsets This Request****(\$74,518.30)****Net Revised Request****\$470,534.41**

**Reason(s) for Extra(s)/Adjustment(s):****CM 27**

The contractor was directed to use regular dry paint when placing several pavement markings and special symbols. Regular dry paint is utilized when the temperature is below criteria, as specified in Section 811.03 of the 1996 Standard Specifications for Construction. The extra cost for Regular Dry ONLY (Legend); Regular Dry Right Turn Arrow; Regular Dry Left Turn Arrow; Regular Dry Thru Arrow; Regular Dry Stop Bar 600 mm Extra; Pavt Mrkg, Regular Dry, 100 mm, White; Pavt Mrkg, Regular Dry, 100 mm, Yellow; Pavt Mrkg, Regular Dry, 150 mm, White; Pavt Mrkg, Regular Dry, 150 mm, Yellow; Pavt Mrkg, Longit, 125 or Less Width, Rem; Pavt Mrkg, Reg Dry, 2<sup>nd</sup> Appl, 150, Yellow; Pavt Mrkg, Regular Dry, 2<sup>nd</sup> Appl, 100, White; and Pavt Mrkg, Regular Dry, 2<sup>nd</sup> Appl, 150, White was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. All extra costs were deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for this work was completely offset by a \$74,518.30 reduction in the original bid items as listed above.

**CM 28**

The extra work items Regular Dry ONLY (Legend); Regular Dry Right Turn Arrow; Regular Dry Left Turn Arrow; and Saw Cut, Intermediate for Bituminous were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The contractor was directed to use regular dry paint when placing several pavement marking symbols. Regular dry paint is utilized when the temperature is below criteria, as specified in Section 811.03 of the 1996 Standard Specifications for Construction. The extra cost for Regular Dry ONLY (Legend), Regular Dry Right Turn Arrow, and Regular Dry Left Turn Arrow was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for this work was completely offset by a previous \$74,518.30 reduction in the original bid items for thermoplastic pavement markings.

The contractor was directed to saw cut the existing asphalt pavement in a removal area that was adjacent to active traffic. The pavement was sawed longitudinally in an area to be widened so the existing pavement would not potentially fail during the trenching operations. The saw cuts allowed construction operations to continue in conjunction with the safe and orderly maintenance of traffic. The extra cost for Saw Cut, Intermediate for Bituminous was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The following extra items were newly established on this contract modification.

The contractor was directed to abandon a water well. This well was located in property that was purchased in order to build the roadway and the Michigan Department of Agriculture stated that the well should be capped, as the well should not be open for contamination. The extra cost for Abandon Well was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region.

The extra work item Water Main Restocking Fee was established to compensate the contractor for water main and related materials that were ordered per the project plans and returned to the supplier, as they were not utilized due to changes in the work directed by the engineer. The extra cost for Water Main Restocking Fee was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The extra cost is based on a standard restocking fee that is assessed to all commercial customers. The cost was deemed reasonable as it is applied to all customers regardless of type or amount of order.

The contractor was provided with construction elevations for the installation of water main to ensure proper cover in ditch areas. In several areas the standard depth hydrant did not provide the proper cover and hydrant extensions were required. The extra cost for Hydrant Extensions was negotiated per Section 103.04 of the Standard Specifications for Construction. The extra cost is based on material supplier invoice cost and was deemed reasonable when compared with similar bid items.

### **CM 30**

Section 812.04 of the 1996 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 88 days without the assessment of liquidated damages. Three original bid items were required to be used during the extended time frame. A contract adjustment was calculated for each item per the specification section listed above. Therefore, the cost for Minor Traffic Devices Adjustment; Adjustment to Flag Control; and Adjustment Sign Type B, Temp was determined as a contract mandated extra cost, per the formula in Section 812.04 of the 1996 Standard Specifications for Construction.

### **CM 31**

Several drainage conflicts were encountered during construction operations at the northwest quadrant of the M-84 and Delta Road intersection. The roadway was widened from two lanes to four lanes and there was concern about flooding of local properties. Previously completed drainage plans were partially incorporated into this project. The flooding concern was raised and a portion of the drainage system was placed below grade versus open ditch. The Real Estate Support Area provided information concerning potential flooding to local property owners as a direct result of the project if this drainage work was not completed. Therefore, the contractor was directed to complete the additional drainage work, which included placing culverts, drainage structures, storm sewer, jack bored sewer, restoration work, and maintaining traffic. The extra cost for Sewer, Casing 1067 mm, Jack Bored; Drainage Str, 2400 mm Dia; Traffic Control; Culv End Sect, Conc, 1200 mm; Culv, Slp End Sect, 1:4, 600 mm Transv; Dr Structure, 1500 mm Dia; Mulch; Sewer, CI 2, 1200 mm, Tr Det B; Sewer, CI 2, 600 mm, Tr Det B and Sewer, CI 2, 750 mm, Tr Det B was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

### **CM 32**

The extra work items Backfill, Swamp, Negotiated Price and Subgrade Undercutting, Type I, Pay for Hauling Off Site Material were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The project plans called for embankment to be placed between the poor soil undercut areas and the sand subbase roadway layers. The project office, in conjunction with the region soils engineer, determined that placement of embankment in this area would not be appropriate. Therefore, the contractor was directed to place sand (Backfill, Swamp) between the undercut areas and roadway subbase layers. Furthermore, the contractor was also directed to utilize Backfill, Swamp as a thin layer of embankment over the existing sand. The extra cost for Backfill, Swamp, Negotiated Price was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid items.

The contractor was directed to remove poor soils encountered during construction operations and haul it off site. The extra cost for Subgrade Undercutting, Type I, Pay for Hauling Off Site Material was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

### CM 33

The extra work items Regular Dry Stop Bar 600 mm extra; Pavt Mrkg, Regular Dry, 100 mm, White; Pavt Mrkg, Regular Dry, 100 mm, Yellow; Pavt Mrkg, Longit, 125 or Less Width, Rem; Pavt Mrkg, Reg Dry, 2<sup>nd</sup> Appl, 100, Yellow; Pavt Mrkg, Reg Dry, 2<sup>nd</sup> Appl, 150, Yellow; Pavt Mrkg, Regular Dry, 2<sup>nd</sup> Appl, 100, White; and Pavt Mrkg, Regular Dry, 2<sup>nd</sup> Appl, 150, White were established on a previous contract modification. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The contractor was directed to use regular dry paint when placing pavement marking symbols and line markings. Regular dry paint is utilized when the temperature is below criteria, as specified in Section 811.03 of the 1996 Standard Specifications for Construction. The extra cost for Regular Dry Stop Bar 600 mm extra; Pavt Mrkg, Regular Dry, 100 mm, White; and Pavt Mrkg, Regular Dry, 100 mm, Yellow was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. This extra work also included the second application of the pavement line markings. The extra cost for Pavt Mrkg, Reg Dry, 2<sup>nd</sup> Appl, 100, Yellow; Pavt Mrkg, Reg Dry, 2<sup>nd</sup> Appl, 150, Yellow; Pavt Mrkg, Regular Dry, 2<sup>nd</sup> Appl, 100, White; and Pavt Mrkg, Regular Dry, 2<sup>nd</sup> Appl, 150, White was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The contractor was directed to remove existing pavement markings that were in conflict with the new pavement markings and the proposed construction work. The extra cost for Pavt Mrkg, Longit, 125 or Less Width, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost for each of these extra items was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for this work was completely offset by a previous \$56,769.40 reduction in the original bid items for thermoplastic pavement markings.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and are now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48706.

74. **Extra 2006 - 39**

Control Section/Job Number: 50023-80935 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: C.A. Hull Co., Inc.  
8177 Goldie Rd.  
Walled Lake, MI 48390

Designed By: MDOT  
Engineer's Estimate: \$950,374.45

Description of Project:

Deck joint replacement, structural steel painting, deck patching, substructure repair, pin and hanger replacement, thrie beam retrofit on M-59 at S02 and S08 over Dequindre Road and S04-3 and S04-4 over Ryan Road in the cities of Rochester Hills and Sterling Heights in Shelby Township, Oakland and Macomb Counties.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	June 17, 2005	
Original Contract Amount:	\$833,518.68	
Total of Overruns/Changes (Approved to Date):	83,253.90	+ 9.99%
Total of Extras/Adjustments (Approved to Date):	49,950.00	+ 5.99%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>84,389.04</u></b>	<b><u>+ 10.12%</u></b>
<b>Revised Total</b>	<b><u>\$1,051,111.62</u></b>	<b>+ 26.10%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.98% over the original budget for an **Authorized to Date Amount** of \$966,722.58.

Approval of this extra will place the authorized status of the contract 26.10% or \$217,592.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 3**

Upgrade Existing HMA Shoulders		\$78,749.17
Steel Repairs on S04-3 & S04-4	1.000 Ea @ \$5,639.87/Ea	<u>5,639.87</u>
<b>Total</b>		<b><u>\$84,389.04</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The extra work item Upgrade Existing HMA Shoulders was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

The contractor was directed to upgrade the existing asphalt shoulders to maintain traffic on the shoulders during construction operations. Additional layers of asphalt were placed to strengthen the shoulder and support vehicular traffic. Weekday traffic was maintained in two lanes that were shifted to the outside portion of the bridge decks; the outermost lane was shifted onto the outside shoulder. The project plans required only one lane to be maintained on weekends and a new plan allowed two lanes to be maintained on weekends. The contractor had proposed, and MDOT agreed, to maintain traffic on the shoulders because it allowed the project to be completed early and reduced the number of weekend lane closures required to complete the work, thus reducing the amount of inconvenience to the motoring public. The extra cost for Upgrade Existing HMA Shoulders is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The extra work item Steel Repairs on S04-3 & S04-4 is newly established on this contract modification.

Previous damage to bridge beam diaphragms was discovered during construction operations. The contractor was directed to repair the damaged diaphragms to improve bridge integrity and safety. The extra cost is based on engineer daily records in conjunction with time and material submittals from the contractor. The final extra cost for Steel Repairs on S04-3 & S04-4 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on other projects in the region.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48317.

75. **Extra 2006 - 40**

Control Section/Job Number: 50458-75476 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Midwest Bridge Company  
P. O. Box 40  
Williamston, MI 48895

Designed By: Hubbell, Roth & Clark, Inc.  
Engineer's Estimate: \$933,330.30

Description of Project:

Bridge rehabilitation on 17 Mile Road over Conrail Railroad in the city of Sterling Heights, Macomb County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 22, 2004	
Original Contract Amount:	\$594,550.63	
Total of Overruns/Changes (Approved to Date):	(135,225.44)	- 22.74%
Total of Extras/Adjustments (Approved to Date):	18,385.21	+ 3.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>284,635.40</u></b>	<b><u>+ 47.87%</u></b>
<b>Revised Total</b>	<b><u>\$762,345.80</u></b>	<b>+ 28.22%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 19.65% under the original budget for an **Authorized to Date Amount** of \$477,710.40.

Approval of this extra will place the authorized status of the contract 28.22% or \$167,795.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Mobilization, 2005	1.000 LS @ \$7,500.00/LS	\$7,500.00
Deck Repair, LM Conc	104.889 Sft @ \$35.00/Sft	3,671.12
Deck Repair, City	1,241.371 Sft @ \$35.00/Sft	43,447.99
Exp Jt. Conc., Rem & Replace, Shallow, LM Conc	9.600 Cft @ \$510.00/Cft	4,896.00
Exp Jt, Conc Rem & Repl, Shallow, City	89.859 Cft @ \$510.00/Cft	45,828.09
Force Account, Replacement of Deck Repairs, 2004	1.000 LS @ \$42,745.14/LS	42,745.14
2004 Traffic Control Devices – Adjustments	1.000 LS @ \$4,727.26/LS	4,727.26
Remove and Replace Duraflex Fastpatch Material	1.000 LS @ \$88,807.80/LS	88,807.80
Force Account, Traffic Control Markings, 2004	1.000 LS @ \$12,032.00/LS	12,032.00
Temp Conc Barrier Wall Furn & Oper	1.000 LS @ \$11,880.00/LS	11,880.00
Minor Traffic Devices, 2005	1.000 LS @ \$6,500.00/LS	6,500.00
P.K. Pavement Markings	1.000 LS @ \$12,600.00/LS	12,600.00
<b>Total</b>		<b><u>\$284,635.40</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

This project required the use of an epoxy repair patch material for rehabilitation of the bridge deck. A substantial amount of deck and expansion joint repairs that were completed utilizing this material failed shortly after installation. These failed repairs were corrected using a standard latex modified concrete. In addition, the remaining joint repair areas that had not failed were also corrected using the standard latex modified concrete mixture. The exact cause of the failures could not be determined and all parties (local agency, project designer, material manufacturer, contractor, and MDOT in its oversight capacity) agreed to participate in the repair costs with exceptions noted below. The extra items on this contract modification will reimburse the contractor for costs that were considered the responsibility of the other parties as described above. These costs have been reduced by the costs that were considered the responsibility of the contractor. All of the extra work items on this contract modification were associated with the work required to remove and replace the quick setting patch material. The extra work items Deck Repair, City and Exp Jt, Conc Rem & Repl, Shallow, City are 100 percent funded by the local agency. All work that entailed the initial placement of the concrete patch material that failed is being funded with 100 percent local agency funds and the local agency has agreed to pursue participating recovery costs from the project designer and the material manufacturer. All work that entailed repair of areas that had not failed is being funded with federal and local funds. All extra costs were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar force account work on projects in the region in conjunction with industry standards for equipment rates.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 81.85%; City of Sterling Heights, 18.15% (see above for specific pay item funding).  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48311.

76. **Extra 2006 - 41**

Control Section/Job Number: 82062-47064A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: Orchard, Hiltz & McCliment, Inc.  
Engineer's Estimate: \$10,795,560.81

Description of Project:

3.1 kilometers of road reconstruction, water main and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on-bridge structure (S33) on US-12 (Michigan Avenue) from Firestone to I-94 in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 25, 2003	
Original Contract Amount:	\$10,027,126.66	
Total of Overruns/Changes (Approved to Date):	140,509.45	+ 1.40%
Total of Extras/Adjustments (Approved to Date):	1,136,444.34	+ 11.33%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>\$81,251.82</u></b>	<b><u>+ 0.81%</u></b>
<b>Revised Total</b>	<b><u>\$11,385,332.27</u></b>	<b>+ 13.54%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.73% over the original budget for an **Authorized to Date Amount** of \$11,304,080.45.

Approval of this extra will place the authorized status of the contract 13.54% or \$1,358,205.61 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-43	20 r. 1	\$286,478.68	07/06/04
2004-72	22 r. 3, 24 r. 3, 25 r. 3	\$238,935.24	11/02/04
2005-79	26 r. 3, 29 r. 2, 30 r. 2, 31 r. 2, 32 r. 1, 33 r. 2, 35 r. 3	\$141,091.47	07/05/05
2005-104	36 r. 2, 39, 40	\$53,246.20	09/06/05
2005-138	41 r. 1	\$24,385.74	12/06/05

Contract Modification Number(s): 44 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Headwall, Rem		\$14,256.61
Sewer Trap, 750 mm	1.000 Ea @ \$2,200.00/Ea	2,200.00
Dr Structure, 2400 mm	1.000 Ea @ \$10,055.00/Ea	10,055.00
Dr Str, Re-install	1.000 Ea @ \$4,415.77/Ea	4,415.77
Conflict with Existing Utilities Miller Rd. Intersection	1.000 LS @ \$5,630.36/LS	5,630.36
City Communication Chamber		2,807.98
Excavation for Strain Pole Foundations		18,273.64
Installing Communication Cable		6,917.90
Shoring/backfilling Strain Pole Foundations		1,600.63
Water Service Connection		10,843.86
Dr Structure, Tap, 750 mm	1.000 Ea @ \$700.00/Ea	700.00
Structure, Rem Box Culvert	1.000 LS @ \$3,550.07/LS	3,550.07
<b>Total</b>		<b><u>\$81,251.82</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The contractor was directed to remove the existing headwalls that were not shown on the project plans at the intersection of Roemer Street and Michigan Avenue. The headwalls were in conflict with the new water main and storm sewer. The extra cost for Headwall, Rem is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. Recovery costs will not be pursued as these headwalls were buried and could not have been detected during project surveys.

The contractor was directed to decrease the proposed pipe size between a new drainage structure and an existing drainage structure because of an existing utility conflict. The decrease in pipe size necessitated a change in the size of the sewer trap at the new drainage structure. The extra cost for Sewer Trap, 750 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items. This extra work was completely offset by a previous \$2,600 reduction in the original bid item Sewer Trap, 900 mm.

Drainage structure #11 was reduced in barrel size because of a conflict with the new 600 mm water main. The extra cost for Dr Structure, 2400 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items. The extra work was partially offset by a previous \$5,000 reduction in the original bid item Dr Structure, 3000 mm Dia.

The contractor was directed to reinstall structure #23E due to a conflict with the relocation of the existing gas main. The extra cost for Dr Str, Re-install is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to remove a segment of 300 mm storm sewer that was previously placed due to conflicts with the existing utilities. The concrete pipe was then replaced with a smaller ductile iron pipe. The smaller ductile iron pipe allowed placement among the many existing utilities in a shallower horizontal plane. The extra cost for Conflict with Existing Utilities Miller Rd. Intersection is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to adjust the top section of a City of Dearborn communication chamber to meet the elevation of the new sidewalk. This work included purchasing a rectangular pre-cast top section, as well as a special communication structure cover per City of Dearborn specifications. This extra work is 100 percent funded by the local agency. The extra cost for City Communication Chamber is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The extra item Excavation for Strain Pole Foundations was established to compensate the contractor for work completed to excavate for strain pole foundations at the northeast and southwest quadrants of the Schaefer Road and Michigan Avenue intersection. This work required the use of a vacuum truck due to existing utilities that restricted the use of conventional methods to excavate for the foundation casings. The extra cost for Excavation for Strain Pole Foundations is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The construction of a drainage structure was in direct conflict with the local agency's communication cable. The contractor was directed to relocate the communication cable and conduit in order that the drainage structure be placed as planned. The extra cost for Installing Communication Cable is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to shore and backfill around the strain pole foundation casings at the Schaefer Road and Michigan Avenue intersection. The conflicts with the existing utilities did not allow conventional methods for backfilling to be utilized. Shoring and hand compaction methods were utilized to backfill the excavation after the strain poles were set. The extra cost for Shoring/backfilling Strain Pole Foundations is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to install a 200 mm tapping sleeve and valve to connect the existing water service for Wolverine Oil Company. All existing water services were reconnected to the new water main. This water service was inadvertently omitted from the water service list. This work is 50 percent funded by the local agency and 50 percent funded by the FHWA, and State Restricted Trunkline Funds as established in the contract. The extra cost for Water Service Connection is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to decrease the proposed pipe size between a new and existing drainage structure because of an existing utility conflict. The decrease in pipe size necessitated a change in the size of the sewer tap at the new drainage structure. The extra cost for Dr Structure, Tap, 750 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items. This extra work was partially offset by a previous \$400 reduction in the original bid item Dr Structure, Tap, 900 mm.

The contractor was directed to remove an existing box culvert that was in direct conflict with the placement of new storm sewer. The extra cost for Structure, Rem Box Culvert is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 69.88%; State Restricted Trunkline, 14.59%; City of Dearborn, 13.73%; Detroit Edison, 1.59%; Ameritech, 0.21% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48126.

77. **Extra 2006 -42**

Control Section/Job Number:	82062-59881	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Orchard, Hiltz & McCliment, Inc.	
Engineer's Estimate:	\$17,801,817.81	

Description of Project:

3.3 km of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	158,737.74	+ 0.92%
Total of Extras/Adjustments (Approved to Date):	3,031,880.26	+ 17.64%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>2,897.70</u></b>	<b><u>+ 0.06%</u></b>
<b>Revised Total</b>	<b><u>\$20,385,293.29</u></b>	<b>+ 18.62%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.56% over the original budget for an **Authorized to Date Amount** of \$20,375,395.59.

Approval of this extra will place the authorized status of the contract 18.62% or \$3,200,515.70 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-111	14 r. 1	\$416,797.42	10/04/05
2005-122	22 r. 1	\$370,000.00	11/01/05
2005-143	24, 25 r. 1	\$1,816,436.12	12/06/05
2006-007	28	\$327,467.00	02/07/06

Contract Modification Number(s): 26

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Mh, Reconstruct Existing	3.000 m @ \$650.000/m	\$1,950.00
Mh, Electric, Tap	3.000 Ea @ \$318.00/Ea	954.00
Conduit, Encased, 1, 75mm Special, WO #11	10.000 m @ \$185.81/m	1,858.10
Conduit, Encased, 2, 75mm Special, WO #11	40.000 m @ \$118.39/m	4,735.60
Sewer Bulkhead, 300mm	2.000 Ea @ \$200.00/Ea	400.00
<b>Total</b>		<b><u>\$9,897.70</u></b>

### Reason(s) for Extra(s)/Adjustment(s):

#### CM 26

An existing drainage structure was tapped into with three new storm sewer pipes. Once this work was complete, it was determined that the structural integrity had been compromised and the structure should be rebuilt above the recently placed sewer taps. The contractor was directed to reconstruct the existing manhole above the sewer taps. A portion of this quantity is being established for a similar condition drainage structure that exists on the project. The extra cost for Mh, Reconstruct Existing was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid items.

The contractor was directed to replace the existing communication conduit runs that were removed during construction operations at Gilbert Street and Central Street. These communication runs were previously removed as they conflicted with the proposed construction work and did not conform to the current traffic signal standards. These conduit runs extended from the new electric manholes to the existing wood power poles. Manhole taps were necessary to properly connect the communication runs to the new manholes. The local utility will install new communication cables in the new conduits after the project is complete. The extra cost for Mh, Electric, Tap; Conduit, Encased, 1, 75mm Special, WO #11; and Conduit, Encased, 2, 75mm Special, WO #11 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar bid items.

The contractor was directed to bulkhead an existing sewer not shown on the project plans that was damaged during construction operations. An additional quantity is being established in case another sewer is encountered during construction operations. The extra cost for Sewer Bulkhead, 300mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar bid items.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 71.31%; State Restricted Trunkline, 14.13%; City of Detroit 13.23%; City of Dearborn, 1.10%; Detroit Edison, 0.13%; SBC Communications, 0.10%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48226.

78. **Extra 2006 - 43**

Control Section/Job Number:	84911-77697	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	John R. Howell, Inc. 9200 Bridge Hwy. Dimondale, MI 48821	
Designed By:	MDOT	
Engineer's Estimate:	\$169,052.83	

Description of Project:

Traffic signal upgrading and modernization at 12 locations in the Ishpeming Transportation Service Center region, in the cities of Marquette, Negaunee, and Lake Linden, in counties of Baraga, Houghton, Keweenaw and Marquette.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 15, 2004	
Original Contract Amount:	\$150,849.00	
Total of Overruns/Changes (Approved to Date):	12,872.00	+ 8.53%
Total of Extras/Adjustments (Approved to Date):	46,704.19	+ 30.96%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>24,089.88</u></b>	<b><u>+ 15.97%</u></b>
<b>Revised Total</b>	<b><u>\$234,515.07</u></b>	<b>+ 55.46%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 39.49% over the original budget for an **Authorized to Date Amount** of \$210,425.19.

Approval of this extra will place the authorized status of the contract 55.46% or \$83,666.07 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Utility Costs Invoice		\$2,285.54
Cable, P.J., 600V, 1, 7/C#14, Fig 8	58.000 Ft @ \$5.50/Ft	319.00
Cable, Rem	300.000 Ft @ \$2.00/Ft	600.00
Delene's Junction Rework		1,095.34
Offset Bracket-Special	7.000 Ea @ \$400.00/Ea	2,800.00
Restocking Aluminum Pedestals	4.000 Ea @ \$217.00/Ea	868.00
Hub for Pushbutton	8.000 Ea @ \$14.50/Ea	116.00
Remove and Replace Street Light	4.000 Ft @ \$600.00/Ft	2,400.00
Conduit, DB, 1, 2 ½ inch	12.000 Ft @ \$13.00/Ft	156.00
Conduit, Directional Bore, 3 inch	269.000 Ft @ \$50.00/Ft	13,450.00
<b>Total</b>		<b><u>\$24,089.88</u></b>

#### Reason(s) for Extra(s)/Adjustment(s):

The following extra work items were established on previous contract modifications: Utility Costs Invoice; Cable, P.J., 600V, 1, 7/C#14, Fig 8; and Cable, Rem. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

Additional utility costs were incurred while completing extra work at Delenes Junction, as described below. The extra cost for Utility Costs Invoice was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is based on an invoice from a public utility and was deemed reasonable, as it is the standard rate applied for commercial work.

The signal cable specified at the Lake Linden location was not appropriate for the field conditions, as it would not properly operate the proposed flashing signal. The amount and type of conductors was not correct. The extra cost for Cable, P.J., 600V, 1, 7/C#14, Fig 8 and Cable, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. This extra work was completely offset by a previous \$1,950 reduction in the original bid item Cable, Shielded, 600V, 1, 2/C#12, Intercn.

The traffic signals at the intersection of 3<sup>rd</sup> Street and 4<sup>th</sup> Street were re-designed at the request of the statewide signal inspector and the Traffic and Safety Support Area. This request was made to bring the intersection into compliance with the current electrical code. The plan revision required older cable to be removed and new cable installed. The extra cost for Cable, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The following items are newly established extra work items.

The span wire at Delene's Junction was replaced as required in the project plans. MDOT then required the guy pole anchors be moved to accommodate the span wire, as there was a new standard for guy wires and anchors. While completing the work, it was discovered that the pole had been previously damaged by the motoring public. The local utility company replaced the damaged pole and the contractor was directed to lengthen the span wire and rewire the grounding to the traffic signal and the span wire. The extra cost for Delene's Junction Rework is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to fabricate and install special offset brackets in the Lake Linden area that coordinated with the adjacent buildings and signs. The existing brackets carrying the old wire were not adequate, as they did not allow the proper clearance from the signs and buildings to meet the electrical code. The extra cost for Offset Bracket-Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and time and material records submitted by the contractor.

Several aluminum pedestals were eliminated as part of the re-design of the 3<sup>rd</sup> and 4<sup>th</sup> Streets intersection, as described above. The pedestals were no longer necessary because the pedestrian indicators were to be mounted on the street light poles. In addition, there was not sufficient room in each quadrant to place the pedestal-mounted push buttons as originally planned. The contractor returned these pedestals and paid a restocking fee per the previously paid invoice. The extra cost for Restocking Aluminum Pedestals was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is based on a standard 25 percent material restocking fee that is applied to all customers.

Hubs for pedestrian pushbuttons were inadvertently omitted from the original bid items. The hubs are necessary housing for the infrared pedestrian pushbuttons that were specified in the contract plans and proposal, and are not considered incidental to other bid items. The extra cost for Hub for Pushbutton was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. This extra cost is for the additional material required and was deemed reasonable when compared with similar bid items.

Four street lights were removed and replaced as part of the redesign of the 3<sup>rd</sup> and 4<sup>th</sup> Streets intersection, as described above. Pedestrian indicators were placed on the street light poles as part of the plan revision. Therefore, the street light poles had to be removed and replaced to properly wire the new pedestrian walk indicators. The extra cost Remove and Replace Street Light was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Additional conduit work was required as part of the redesign of the 3<sup>rd</sup> and 4<sup>th</sup> Streets intersection, as described above. New power services and interconnection were added between the traffic signals in order to bring them into compliance with current electrical code. This work included direct buried conduit and directional bored conduit. The cost for Conduit, DB, 1, 2 ½ inch and Conduit, Directional Bore, 3 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with daily records and submitted force account records.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49946.

79. **Extra 2006 - 44**

Control Section/Job Number:	25544-56263	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Genoak Construction Company P.O. Box 182 Holly, MI 48442	
Designed By:	Rowe Incorporated	
Engineer's Estimate:	\$3,138,478.28	
Description of Project:	Widen from two to five lanes, curb and gutter, and storm sewer and water main on Elms Road from Corunna Road (M-21) to Calkins Road, Genesee County.	

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 17, 2004	
Original Contract Amount:	\$3,135,138.74	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	452,744.30	+ 14.44%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>141,753.48</u></b>	<b><u>+ 4.52%</u></b>
<b>Revised Total</b>	<b><u>\$3,729,636.52</u></b>	<b>+ 18.96%</b>

#### **Offset Information**

Total Offsets This Request	(\$15,150.00)	-0.48%
Net Revised Request	\$126,603.48	+4.04%

#### **SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.44% over the original budget for an **Authorized to Date Amount** of \$3,587,883.04.

Approval of this extra will place the authorized status of the contract 18.96% or \$594,497.78 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-112	1 r. 2	\$452,744.30	10/04/05

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

#### **CM 3**

Sewer, C76-IV, 18", San TDB, 80-20 WWS	295.000 Ft @ \$168.30/Ft	\$49,648.50
Sewer, C76-IV, 18", San TDB, 100% WWS	295.000 Ft @ \$29.70/Ft	8,761.50
Sewer, SDR 26, 8" Sanitary, TDA	4.000 Ft @ \$50.87/Ft	203.48
Water Main, DI 24", Jack & Bore	145.000 Ft @ \$396.00/Ft	57,420.00
Water Main, Tee, 24" x 24" x 8"	1.000 Ea @ \$2,500.00/Ea	2,500.00
Dr Structure, 24 inch dia	3.000 Ea @ \$1,200.00/Ea	3,600.00
Dr Structure, Tap, 12 inch	5.000 Ea @ \$150.00/Ea	750.00
Gate Valve & Box, 8 inch	1.000 Ea @ \$3,500.00/Ea	3,500.00
Guardrail, Rem	165.000 Ft @ \$10.00/Ft	1,650.00
Mh, Precast Tee, CI III, 48 inch	5.000 Ea @ \$2,500.00/Ea	12,500.00
Sewer Bulkhead, 12 inch	2.000 Ea @ \$150.00/Ea	300.00
Sewer Tap, 36 inch	1.000 Ea @ \$500.00/Ea	500.00
Water Main, DI, 8 inch, Tr Det F	21.000 Ft @ \$20.00/Ft	420.00
<b>Total</b>		<b><u>\$141,753.48</u></b>

**CM 3 Offset Information**

Dr Structure, 72 inch dia	-5.000 Ea @ \$3,030.00/Ea	<u>(\$15,150.00)</u>
Total		<u>(\$15,150.00)</u>
Total Offsets This Request		(\$15,150.00)
Net Revised Request		\$126,603.48

**Reason(s) for Extra(s)/Adjustment(s):**

The extra work items Sewer, C76-IV, 18", San TDB, 80-20 WWS; Sewer, C76-IV, 18", San TDB, 100% WWS; and Sewer, SDR 26, 8" Sanitary, TDA were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The existing sanitary sewer leads conflicted with the newly placed storm sewer. The storm sewer had to remain at the as-placed elevation to properly drain the entire storm sewer drainage system. The elevations at each end of the storm sewer system were fixed to properly tie into the drainage area. The sanitary sewer main had to be relocated to accommodate the lowering of the sanitary sewer leads. A significant portion of this work is considered state participating, as the road work necessitated the sanitary sewer relocation. The extra work that is 100 percent funded by the local agency is considered an increase in capacity to the system and is not eligible for participation. The items described below are related to this change in work.

Several different types of sewer pay items were required to complete placement of the new sanitary sewer. Sewer, C76-IV, 18", San TDB, 80-20 WWS was established for placement of sewer that is located under the influence of the roadbed. Sewer, C76-IV 18" San TDB, 100% WWS was established for placement of sewer that is located under the influence of the roadbed and is 100 percent funded by the local agency, as it pays for capacity improvements. Sewer, SDR 26, 8" Sanitary, TDA was established for placement of sewer on Elms Road that is not located under the influence of the roadbed. The cost for each of these sewer items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with other local projects and MDOT's Average Unit Price Index for similar work.

The following extra work items are newly established on this contract modification.

The contractor was directed to jack and bore 145 feet of water main in the southwest quadrant of the Corunna Road and Elms Road intersection to provide a water main connection for future development. This extra work is 100 percent funded by the local agency. The extra cost for Water Main, DI 24", Jack & Bore was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid items and work on local projects.

The contractor was directed to place a water main tee at station 13+08 to provide a water main connection for a future subdivision. This extra work is 100 percent funded by the local agency. The extra cost for Water Main, Tee, 24" x 24" x 8" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

The contractor was directed to place several 24 inch diameter drainage structures behind the curb to collect and properly convey storm water. These structures were necessary, as the roadway grade changes impacted the existing drainage of water onto the roadway. The drainage structures allowed the water to be properly drained away from the roadway and local establishments. Furthermore, these drainage structures were connected to the existing 12 inch storm sewer system. The extra work items Dr Structure, 24 inch dia and Dr Structure, Tap, 12 inch will compensate the contractor for this work. The extra cost for Dr Structure, 24 inch dia and Dr Structure, Tap, 12 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

The contractor was directed to place a gate valve and box when connecting the existing water main to the new water main. This valve and box will allow isolation of portions of the water main system if emergencies arise, and will enhance maintenance activities. This extra work is 100 percent funded by the local agency. The extra cost for Gate Valve & Box, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

The contractor was directed to remove the existing guardrail along Court Street, as it was in conflict with the proposed sanitary sewer service leads. The extra cost for Guardrail, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

The contractor was allowed to place several drainage structures as manhole tee units instead of hand built drainage structures. This work was allowed to improve quality from the hand built drainage structure to a factory formed drainage structure, and provided an overall cost savings to the project. The extra cost for Mh, Precast Tee, CI III, 48 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index. This extra work is completely offset by a \$15,150.00 reduction in the original bid item Dr Structure, 72 inch dia.

The contractor was directed to bulkhead two 12 inch sewers, as shown on sheet 20 of the project plans. A pay item for this work was inadvertently omitted from the bid items during the design phase and the work was not considered incidental to other items of work. This work was necessary to build the project per the plans and specifications. The extra cost for Sewer Bulkhead, 12 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

The contractor was directed to connect a proposed drainage structure to a 36 inch storm sewer at station 41+86. The sewer tap was necessary to accommodate the existing drainage and properly convey the storm water. The extra cost for Sewer Tap, 36 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

The contractor was directed to place an additional water main stub from the water main tee at station 13+08 to provide a water main connection point for a future subdivision. This extra work is 100 percent funded by the local agency. The extra cost for Water Main, DI, 8 inch, Tr Det F was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and are now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 80%; Genesee County, 20% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48532.

80. **Extra 2006 - 45**

Control Section/Job Number:	82062-54939-2	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Rauhorn Electric, Inc. 17171 23 Mile Road Macomb, MI 48042	
Designed By:	Consulting Engineering Associates, Inc.	
Engineer's Estimate:	\$2,067,970.00	

Description of Project:

Installation of decorative street lighting on Michigan Avenue (US-12) from 6th Street to 20th Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	March 16, 2004	
Contract Date:	April 13, 2004	
Original Contract Amount:	\$1,267,937.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	78,110.10	+ 6.16%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>45,405.32</u></b>	<b><u>+ 3.58%</u></b>
<b>Revised Total</b>	<b><u>\$1,391,452.42</u></b>	<b>+ 9.74%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.16% over the original budget for an **Authorized to Date Amount** of \$1,346,047.10.

Approval of this extra will place the authorized status of the contract 9.74% or \$123,515.42 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-006	1	78,110.10	02/07/06

Contract Modification Number(s): 4, 5

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 4**

Disposal of Contaminated Soil	440.000 Cyd @ \$43.00/Cyd	\$18,920.00
Wood Pole, Removal	4.000 Ea @ \$325.00/Ea	1,300.00
Fit Up, Removal	3.000 Ea @ \$250.00/Ea	750.00
Testing of Potentially Contaminated Soil		477.25

Handhole Type III	2.000 Ea @ \$1,200.00/Ea	2,400.00
Total		<u>\$23,847.25</u>

**CM 5**

Increase Cost of Poles and Lum.		<u>\$21,558.07</u>
Total		<u>\$21,558.07</u>

**Grand Total**

**\$45,405.32**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 4**

Excavation material encountered at Michigan Avenue and Trumbull Street exhibited features of contaminated soil. The contractor was directed to sample and test the soil to determine the composition of the material. The soil was determined to be contaminated material. The contractor was directed to dispose of the soil at a hazardous landfill. The extra cost for Testing of Potentially Contaminated Soil and Disposal of Contaminated Soil was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other region projects.

The engineer determined that the new street light pole and wire recently placed at Brooklyn Street and Michigan Avenue per the project plans were located too close to the front of an adjacent business. The contractor was directed to remove the new pole and cable, place an additional directional bore conduit along the side street, a new handhole, and a new pole, to re-route all the cables to the rear of the business. This work was required to provide a safe distance between the overhead wire, pole, and building. The extra cost for Wood Pole, Removal; Fit Up, Removal; and Handhole Type III was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

## CM 5

The extra work item Increase Cost of Poles and Lum. is being established to compensate the contractor for increased material costs. The increase in cost of raw materials occurred between the contractor submittal of the light standard shop drawings and the approval of these shop drawings by the local agency. The light standard approval process took 5 months and the local agency believed it was responsible for the increased material cost. This extra work is 100 percent funded by the local agency. The extra cost for Increase Cost of Poles and Lum. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 69%; City of Detroit, 31% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48226.

### 81. **Extra 2006 - 46**

Control Section/Job Number:	82544-75941	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Florence Cement Company 12798 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Local Agency	
Engineer's Estimate:	\$321,000.00	
Description of Project:	Widening, geometric changes, and traffic signal modernization, including concrete paving, drainage structures, storm sewer, and miscellaneous related work on Linwood Street from Fenkell Street to Lodge Freeway Service Drive, in the City of Detroit, Wayne County.	

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 13, 2004	
Original Contract Amount:	\$348,484.39	
Total of Overruns/Changes (Approved to Date):	14,259.54	+ 4.09%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>50,599.91</u></b>	<b><u>+ 14.52%</u></b>
<b>Revised Total</b>	<b><u>\$413,343.84</u></b>	<b>+ 18.61%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.09% over the original budget for an **Authorized to Date Amount** of \$362,743.93.

Approval of this extra will place the authorized status of the contract 18.61% or \$64,859.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 9, 3 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

#### CM 1

2' Wide Splash Walk	486.000 Sft @ \$3.05/Sft	\$1,482.30
Temp Electrical Work	1.000 LS @ \$6,097.88/LS	6,097.88
Splice Lead Cable	1.000 LS @ \$3,977.28/LS	3,977.28
Repair Road/Walk for Electrical	1.000 LS @ \$1,658.71/LS	1,658.71
Program PLD Controller	1.000 LS @ \$1,219.57/LS	1,219.57
Re-grading for Walks	1.000 LS @ \$13,147.77/LS	13,147.77
Additional Traffic Barricading	1.000 LS @ \$8,583.25/LS	8,583.25
Temp Lighting	1.000 LS @ \$1,915.26/LS	1,915.26
Rem Encased Conduit	27.000 Ft @ \$32.87/Ft	887.49
Furn & Grade/Island Emban.	1.000 LS @ \$5,905.00/LS	5,905.00
Reg Dry Pavt Mrkg 4" White	203.000 Ft @ \$1.01/Ft	205.03
Reg Dry Pavt Mrkg 4" Yellow	1,523.000 Ft @ \$1.01/Ft	1,538.23
Reg Dry Pavt Mrkg 18" Stop Bar	37.000 Ft @ \$5.30/Ft	196.10
Reg Dry Pavt Mrkg 6" Crosswalk	194.000 Ft @ \$1.22/Ft	236.68
Total		<u>\$47,050.55</u>

#### CM 3

Down Time for Lead Cable Splicing	<u>\$3,549.36</u>
Total	<u>\$3,549.36</u>

#### Grand Total

**\$50,599.91**

**Reason(s) for Extra(s)/Adjustment(s):**

## **CM 1**

The island located in Linwood Street, south of Fenkell Street, was redesigned to eliminate the 6 inch concrete pavement and replace it with a 2 foot wide splash walk behind the curb and grass. The extra work item Furn & Grade/Island Emban. will compensate the contractor for embankment work regarding the island. The extra cost for 2' Wide Splash Walk and Furn & Grade/Island Emban. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra costs were deemed reasonable when compared with similar work on local projects and MDOT's Average Unit Price Index. This extra work will be partially offset by a future \$1,422.90 reduction in the original bid item Conc Pavt, Nonreinf, 6 inch, Modified.

The contractor was directed to complete temporary electrical work at the intersection of Linwood Street and Fenkell Street. The temporary electrical work allowed street lighting to be maintained. This work was necessary to safely maintain traffic and construction zone operations. The extra cost for Temp Electrical Work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects and MDOT's Average Unit Price Index.

The contractor was directed to obtain a subcontractor to handle and complete work related to lead cables, as the local utility was unable to perform this work as noted in the proposal. The local utility was unable to perform this work due to a reduction in manpower. The local agency has committed to paying for this item with 100 percent local funds. The extra cost for Splice Lead Cable was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects and MDOT's Average Unit Price Index.

The contractor was directed to repair the roadway and sidewalk at the intersection of Linwood Street and Fenkell Street. The conduit tie-in between two electric manholes necessitated the replacement of a section of roadway and sidewalk. The conduit tie-in was due to the placement of a traffic signal pedestal. The extra cost for Repair Road/Walk for Electrical was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects.

The contractor was directed to program the PLD controller. In the past, this work had typically been completed by the local utility, but they no longer program controllers. This change was made by the traffic engineering department, but was inadvertently omitted from the proposal during the design phase. The extra cost for Program PLD Controller was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects.

The contractor was directed to regrade and lower the existing sidewalk in several locations to provide safe and proper driveway grades. This work was inadvertently omitted from the plans during the design phase. The extra cost for Re-grading for Walks was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects.

The contractor was directed to provide additional traffic control devices to properly maintain traffic in the work zone. The additional barricades allowed the safe and orderly movement of traffic, and protection of the work zone. The extra cost for Additional Traffic Barricading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects.

The existing street lights were temporarily relocated to allow the installation of project driveways and to maintain safety on the local streets. The street lights were reinstalled to their original locations upon completion of driveway work. The extra cost for Temp Lighting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects.

The contractor was directed to remove and replace conduit discovered at the intersection of Linwood Street and Fenkell Street, which was in conflict with the proposed pavement. The extra cost for Rem Encased Conduit was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects

Construction operations extended into the colder weather months and the contractor was directed to place regular dry pavement markings over the seasonal shutdown period. These pavement markings have a lower temperature threshold for placement and allowed the safe maintenance of traffic over the winter period. The extra cost for Reg Dry Pavt Mrkg 4" White, Reg Dry Pavt Mrkg 4" Yellow, Reg Dry Pavt Mrkg 18" Stop Bar, and Reg Dry Pavt Mrkg 6" Crosswalk was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects and MDOT's Average Unit Price Index.

### **CM 3**

On three occasions, the contractor experienced idle time while performing cable splicing on the street lighting system. The idle time occurred while waiting for the local utility company to provide instruction and protection of the street lighting power cables. This extra work is 100 percent funded by the local agency. The extra cost for Down Time for Lead Cable Splicing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with similar work on local projects.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and are now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; City of Detroit, 20% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48226.

82. **Extra 2006 - 47**

Control Section/Job Number: 86000-M00194 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Easter Owens Integrated Systems  
127 East Newberry Street  
Romeo, MI 48065

Designed By: Powerlink Plus  
Engineer's Estimate: \$1,974,278.00

Description of Project:  
Closed circuit television and security system installation on the Mackinac Bridge and surrounding Bridge Authority facilities, in the cities of Mackinaw City and St. Ignace, Emmet and Mackinac Counties.

Administrative Board Approval Date:	October 01, 2002	
Contract Date:	October 25, 2002	
Original Contract Amount:	\$998,799.93	
Total of Overruns/Changes (Approved to Date):	(4,101.92)	- 0.41%
Total of Extras/Adjustments (Approved to Date):	41,644.58	+ 4.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>47,493.79</u></b>	<b><u>+ 4.76%</u></b>
<b>Revised Total</b>	<b><u>\$1,083,836.38</u></b>	<b>+ 8.52%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.76% over the original budget for an **Authorized to Date Amount** of \$1,036,342.59.

Approval of this extra will place the authorized status of the contract 8.52% or \$85,036.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1, 3 r. 3, 5

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 2**

2 Conductor – 18 Gauge Wire Shield	100.000 Ft @ \$1.50/Ft	\$150.00
Fiber Tx-Rc Config.	1.000 Ea @ \$32,800.00/Ea	32,800.00
DVD Writer	1.000 Ea @ \$781.48/Ea	781.48
<b>Total</b>		<b><u>\$33,731.48</u></b>

**CM 3**

Entrance Door Modifications	1.000 Ea @ 6,873.53/Ea	\$6,873.53
Cabinet Door	1.000 Ea @ \$277.28/Ea	<u>277.28</u>
Total		<u>\$7,150.81</u>

**CM 5**

Digital Video Recording Workstation	1.000 Ea @ \$6,611.50/Ea	<u>\$6,611.50</u>
Total		<u>\$6,611.50</u>

**Grand Total****\$47,493.79****Reason(s) for Extra(s)/Adjustment(s):****CM 2**

The contractor was directed to place paging speakers at the base of the anchor piers. These speakers allow communications with maintenance workers to enhance and coordinate maintenance efforts. The speakers also allow communications with the public to provide and enhance bridge security efforts. The extra cost for 2 Conductor – 18 Gauge Wire Shield was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on Mackinac Bridge Authority projects and in the security/communication industry.

The three bid items of transceivers were determined by the engineer to be inadequate for the project and the contractor was directed to provide an alternate schedule of fiber optic transmitters and receivers. The alternate schedule was negotiated with the contractor to provide the proper work along with the correct amount of transmitters and receivers. The extra cost for Fiber Tx-Rc Config. was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on Mackinac Bridge Authority projects and in the security/communication industry.

The contractor was directed to provide a DVD writer as part of the closed circuit television and security system. The DVD writer will provide a method of recording video for archival, maintenance, law enforcement, and other purposes. The DVD writers will optimize the use of the computer hard drive. DVD writers were either new or not on the market during the design phase and were not included in the original contract. The extra cost for DVD Writer was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on Mackinac Bridge Authority projects and in the security/communication industry.

**CM 3**

The contractor was directed to make modifications to two doors in the administration building. The modifications consisted of proximity readers on the front and rear staff doors, and installation of an electric bar lock and release button on the visitor's door. The extra cost for Entrance Door Modifications was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on Mackinac Bridge Authority projects and in the security/communication industry.

The contractor was directed to place a cabinet door on the equipment cabinet in the maintenance building. This cabinet was inadvertently not specified to have a door in the design plans. The door will allow the cabinet to be locked and secured. The cost for the Cabinet Door was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on Mackinac Bridge Authority projects and in the security/communication industry.

## CM 5

The contractor was directed to place a digital video recording workstation for enhancement of the security system. All workstations in the original contract were designated as surveillance. The workstation is necessary to easily review and copy recorded CCTV camera events. The new workstation has a larger storage capacity so videos do not compromise security or slow the system down while videos are being compiled. The workstation has additional memory and recording features, and will handle all the recordings from the system. The extra cost for the Digital Video Recording Workstation was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on Mackinac Bridge Authority projects and in the security/communication industry.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** Mackinac Bridge Authority, 100%.

**Commitment Level:** Invitational bid, with the lowest bidder being awarded the project. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49781.

### 83. **Extra 2006 - 48**

Control Section/Job Number:	47008-39997	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	S.L. & H. Contractors, Inc. P. O. Box 206 Corunna, MI 48817	
Designed By:	Northwest Design Group, Inc.	
Engineer's Estimate:	\$331,099.35	
Description of Project:	Remove existing structure, construction of a pre-stressed concrete box beam bridge, and related approach work on Gregory Road over Red Cedar River, in Handy Township, Livingston County.	

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 16, 2004	
Original Contract Amount:	\$299,055.24	
Total of Overruns/Changes (Approved to Date):	2,443.63	0.82%
Total of Extras/Adjustments (Approved to Date):	116,098.64	+ 38.82%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>3,395.20</u></b>	<b><u>+ 1.14%</u></b>
<b>Revised Total</b>	<b><u>\$420,992.71</u></b>	<b>+ 40.78%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 39.64% over the original budget for an **Authorized to Date Amount** of \$417,597.51.

Approval of this extra will place the authorized status of the contract 40.78% or \$121,937.47 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-74	3 r. 2	\$71,850.00	07/05/05
2005-120	4 r.1	\$26,968.64	10/04/05

Contract Modification Number(s): 11

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

#### CM 11

Aggregate Base, 21AA LS, 160 mm	99.400 m2 @ \$8.00/m2	\$795.20
Conc, Grade T	6.500 m3 @ \$400.00/m3	<u>2,600.00</u>
<b>Total</b>		<b><u>\$3,395.20</u></b>

#### Reason(s) for Extra(s)/Adjustment(s):

The extra work items were established on previous contract modifications. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

The contractor was directed to use 21AA limestone material as aggregate base in lieu of the standard aggregate base material. This change was requested by the local agency engineer to increase the structural number of the pavement section and provide a more stable working platform. The local agency is funding \$754.96 of this extra work. The extra cost for Aggregate Base, 21AA LS, 160 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Aggregate Base, 21AA LS, 160 mm was partially offset by a previous \$14,256.00 reduction in the original bid item Aggregate Base, 160 mm.

The extra item Conc, Grade T was established to include the concrete necessary for placement of the concrete tremie seal. The tremie seal will allow placement of substructure concrete in a dry condition per Subsection 704.03.C of the 1996 Standard Specifications for Construction. The extra cost for Conc, Grade T was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80.0%; State Restricted Trunkline, 15.0%; Livingston County, 5.0% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48336.

84. **Extra 2006 - 50**

Control Section/Job Number:	11522-55740	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Prince Bridge & Marine, LTD 13844 172 <sup>nd</sup> Avenue Grand Haven, MI 49417	
Designed By:	Fishbeck, Thompson, Carr & Huber, Inc.	
Engineer's Estimate:	\$2,664,618.80	

Description of Project:

Construct a one span pre-cast concrete I-beam bridge, on Edgewater Drive over the Paw Paw River, along with 0.4 mi of concrete roadway on Edgewater Drive from M-63 to Riverview Drive in the cities of Benton Harbor and St. Joseph, Berrien County.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	May 17, 2004	
Original Contract Amount:	\$2,521,008.14	
Total of Overruns/Changes (Approved to Date):	375,141.31	+ 14.88%
Total of Extras/Adjustments (Approved to Date):	98,175.15	+ 3.89%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>239,486.48</u></b>	<b><u>+ 9.50%</u></b>
<b>Revised Total</b>	<b><u>\$3,233,811.08</u></b>	<b>+ 28.27%</b>

**Offset Information**

Total Offsets This Request	(\$256,371.73)	- 10.17%
Net Revised Request	(\$16,885.25)	- 0.67%

### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.77% over the original budget for an **Authorized to Date Amount** of \$2,994,324.60.

Approval of this extra will place the authorized status of the contract 28.27% or \$712,802.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Conc Pavt Nonreinf, 8 inch	7,892.300 Syd @ \$25.95/Syd	\$204,805.19
Joint, Contraction, C with Hot Poured Sealant	5,019.000 Ft @ \$6.91/Ft	<u>34,681.29</u>
<b>Total</b>		<b><u>\$239,486.48</u></b>

### CM 7 Offset Information

Conc Pavt, Reinf, 8 inch	-7,898.000 Syd @ \$29.96/Syd	(236,624.08)
Joint, Contraction, C	-2,665 Ft @ \$7.41/Ft	<u>(19,747.65)</u>
<b>Total</b>		<b><u>(\$256,371.73)</u></b>

Net Revised CM 7 Request	<b><u>(\$16,885.25)</u></b>
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### Reason(s) for Extra(s)/Adjustment(s):

This project was designed to be constructed in 2004 with reinforced concrete pavement. After project award, it was decided to change the roadway cross section to a non-reinforced concrete pavement. This change was in line with statewide discussions in 2004 concerning the change from reinforced to non-reinforced pavement as the MDOT standard. A meeting was held and all parties (local agency, contractor, design engineer, and MDOT staff) agreed to the change in pavement section in order to provide an enhanced service life. Sixty seven percent of this extra work or \$136,704.60 is funded by the local agency; the remaining portion is funded with state restricted trunkline funds. The extra cost for Conc Pavt Nonreinf, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects and MDOT's Average Unit Price Index. The extra cost is completely offset by a \$236,624.08 reduction in the original bid item Conc Pavt, Reinf, 8 inch.

The project plans depict the use of neoprene material to seal pavement contraction joints. MDOT standard plans require hot poured rubber sealant to seal contraction joints when utilizing non-reinforced concrete pavement. Therefore, the contractor was directed to change the material utilized to seal the contraction joints in the new concrete pavement. Sixty seven percent of this extra work or \$23,383.44 is funded by the local agency; the remaining portion is funded with state restricted trunkline funds. The extra cost for Joint, Contraction, C with Hot Poured Sealant was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects and MDOT's Average Unit Price Index. The extra cost is partially offset by a \$19,747.65 reduction in the original bid item Joint, Contraction, C.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and are now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 80%; City of Benton Harbor, 20% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49022.

### OVERRUNS

#### 85. Overrun 2006 - 15

Control Section/Job Number:	08052-M50569	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Michigan Paving & Materials Co. P O Box 87248 Canton, MI 48188	
Designed By:	MDOT	
Engineer's Estimate:	\$81,024.50	
Description of Project:		
0.85 mi of hot mix asphalt shoulder resurfacing on M-66 from north of M-50 northerly to just south of Eaton Highway, Barry and Eaton Counties.		

Administrative Board Approval Date:	September 6, 2005	
Contract Date:	September 22, 2005	
Original Contract Amount:	\$74,437.44	
Total of Overruns/Changes (Approved to Date):	7,443.74	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>15,609.00</u></b>	<b>+ <u>20.97%</u></b>

**Revised Total**

\$97,490.18

+ 30.97%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$81,881.18.

Approval of this overrun will place the authorized status of the contract 30.97% or \$23,052.74 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 13A	416.240 Ton @ \$37.50/Ton	<u>\$15,609.00</u>
Total		<u>\$15,609.00</u>

**Reason(s) for Overrun(s):**

The existing soil under the roadway shoulder is a heavy soil that does not drain well. This soil condition was inadvertently not communicated to design staff, but was communicated to project construction staff after project award. Local maintenance staff have a history of soft gravel issues at this location and they recommended that additional material be placed. It was decided to strengthen the new shoulder with additional asphalt material to provide a thicker, stronger and more durable roadway shoulder. This led to an overrun in the original bid item HMA, 13A.

The work item, HMA 13A, is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** State Restricted Trunkline, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48890.

86. **Overrun 2006 - 16**

Control Section/Job Number: 76061-81287 MDOT Project

State Administrative Board - This project exceeds the 15% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Lois Kay Contracting Co.  
3046 Carrollton Road  
Saginaw, MI 48604

Designed By: MDOT  
Engineer's Estimate: \$47,157.66

Description of Project:

0.03 miles of railroad approach reconstruction on M-21 east of State Street at G03 of 76061, the Tuscola and Saginaw Bay Railway Co. in the city of Owosso, in Shiawassee County.

Administrative Board Approval Date:	September 6, 2005	
Contract Date:	September 7, 2005	
Original Contract Amount:	\$49,551.54	
Total of Overruns/Changes (Approved to Date):	7,432.73	+ 15.00%
Total of Extras/Adjustments (Approved to Date):	883.00	+ 1.78%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>2,934.62</u></b>	<b>+ <u>5.92%</u></b>
<b>Revised Total</b>	<b><u>\$60,801.89</u></b>	<b>+ 22.70%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.78% over the original budget for an **Authorized to Date Amount** of \$57,867.27.

Approval of this overrun will place the authorized status of the contract 22.70% or \$11,250.35 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA Approach, High Stress	24.815 Ton @ \$118.26/Ton	<u>\$2,934.62</u>
<b>Total</b>		<b><u>\$2,934.62</u></b>

**Reason(s) for Overrun(s):**

Additional quantity of asphalt material was necessary for two reasons. The approach transition work was lengthened to provide a smoother transition and enhanced ride quality from the existing roadway surface to the new railroad tracks. Secondly, additional asphalt material was required to properly fill the area between the new tracks. The amount of material required in this area was more than was specified on the plans. The original quantity of HMA Approach, High Stress was inadvertently underestimated during the design phase to build the project per the plans and specifications.

The work item HMA Approach, High Stress is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48841.

**87. Overrun 2006 - 17**

Control Section/Job Number:	82457-76020	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Ajax Paving Industries, Inc. 830 Kirts Blvd., Suite 100 Troy, MI 48084	
Designed By:	The Mannik & Smith Group, Inc.	
Engineer's Estimate:	\$308,580.65	
Description of Project:	1.4 miles of cold milling hot mix asphalt surface, cold milling concrete pavement, hot mix asphalt paving, guardrail modifications and pavement markings on Southfield Freeway Service Drive East from Van Born Road ramp to West Outer Drive, and 0.5 mi north of Outer Drive to city limits of Allen Park, in the city of Allen Park, Wayne County.	

Administrative Board Approval Date:	March 16, 2004	
Contract Date:	April 27, 2004	
Original Contract Amount:	\$279,087.74	
Total of Overruns/Changes (Approved to Date):	27,908.74	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	93,244.60	+ 33.41%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
<b>THIS REQUEST</b>	<b><u>37,934.05</u></b>	<b>+ <u>13.59%</u></b>
<b>Revised Total</b>	<b><u>\$438,175.13</u></b>	<b>+ 57.00%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 43.41% over the original budget for an **Authorized to Date Amount** of \$400,241.08.

Approval of this overrun will place the authorized status of the contract 57.00% or \$159,087.39 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Hand Patching	128.590 Ton @ \$295.00/Ton	<u>\$37,934.05</u>
<b>Total</b>		<b><u>\$37,934.05</u></b>

#### Reason(s) for Overrun(s):

During coldmilling operations, the existing underlying asphalt surface was discovered to be in worse condition than anticipated during the design phase. Additional roadway repairs were required prior to placement of the new asphalt surface. Additional hand patching asphalt quantities were utilized to perform these repairs.

Hand Patching is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; City of Allen Park, 18.15%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48101.

88. **Overrun 2006 - 18**

Control Section/Job Number: 24012-79859 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: H & D Inc., Division of Rieth-Riley  
06795 U.S. 31 North  
P.O. Box 199  
Bay Shore, MI 49711

Designed By: MDOT  
Engineer's Estimate: \$803,753.50

Description of Project:

8.896 miles of hot mix asphalt cold milling and resurfacing on US-31 from north of M-68 northerly to Douglas Lake Road in the villages of Alanson and Pellston, in Littlefield, McKinley and Maple Ridge Townships, Emmet County.

Administrative Board Approval Date:	March 1, 2005	
Contract Date:	March 16, 2005	
Original Contract Amount:	\$768,012.04	
Total of Overruns/Changes (Approved to Date):	76,801.20	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	6,727.00	+ 0.88%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>35,526.25</u></b>	<b>+ <u>4.63%</u></b>
<b>Revised Total</b>	<b><u>\$887,066.49</u></b>	<b>+ 15.51%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.88% over the original budget for an **Authorized to Date Amount** of \$851,540.24.

Approval of this overrun will place the authorized status of the contract 15.51% or \$119,054.45 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Hand Patching	284.210 Ton @ \$125.00/Ton	<u>\$35,526.25</u>
<b>Total</b>		<b><u>\$35,526.25</u></b>

**Reason(s) for Overrun(s):**

The existing pavement was in worse condition than anticipated during the design phase; therefore, additional asphalt quantities were necessary to properly complete the joint repairs prior to resurfacing the roadway. Furthermore, when the roadway was milled and opened to traffic the milled surface joints deteriorated and the contractor was directed to maintain the joints with hand patching material and quantities. These two conditions led to an overrun in the original bid item Hand Patching.

The work item Hand Patching is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.15%; State Restricted Trunkline, 18.85%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49706.

89. **Overrun 2006 - 19**

Control Section/Job Number:	84916-79989	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	R. S. Contracting, Inc. 16737 13 Mile Rd. Fraser, MI 48026	
Designed By:	MDOT	
Engineer's Estimate:	\$717,479.07	

**Description of Project:**

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Livingston, Monroe and Washtenaw Counties.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 3, 2005	
Original Contract Amount:	\$740,272.60	
Total of Overruns/Changes (Approved to Date):	74,027.26	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	44,260.40	+ 5.98%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
<b>THIS REQUEST</b>	<b><u>75,502.20</u></b>	<b>+ <u>10.20%</u></b>
<b>Revised Total</b>	<b><u>\$934,062.46</u></b>	<b>+ 26.18%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.98% over the original budget for an **Authorized to Date Amount** of \$858,560.26.

Approval of this overrun will place the authorized status of the contract 26.18% or \$193,789.86 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Rem. Spec. Mrkg.	37,000.000 Sft @ \$1.00/Sft	\$37,000.00
Pavt. Mrkg., Spray Thermopl., 6 inch, White	300,020.000 Ft @ \$0.11/Ft	33,002.20
Incentive		<u>5500.00</u>
<b>Total</b>		<b><u>\$75,502.20</u></b>

#### Reason(s) for Overrun(s):

The measurement practice for removing special markings was changed as part of this project. The revised measurement practice is to compensate the contractor for the entire block of area that is required for the removal of the special marking and not just the actual square footage of the symbol or text. These removal areas are based on the MDOT pavement marking typical drawings. This work was discussed and coordinated with the statewide pavement marking specialist in the Traffic and Safety Support Area. This caused an increase in the original bid item Rem. Spec. Mrkg.

At the preconstruction meeting, it was determined there was an error in the plan quantities for several bid items. The project log summaries in the proposal did not match the line item totals in bid item section of the proposal. The bid item quantities were inadvertently entered incorrectly during the design phase. This caused an increase in the original bid item Pavt. Mrkg., Spray Thermopl., 6 inch, White.

The original contract dollar amount for incentive was estimated during the design phase. The contract dollar amount for incentive was increased after the receipt of the pavement marking retro-reflectivity report. The contract special provision for Waterborne and Sprayable Thermoplastic Pavement Marking-Adjusted Payment requires incentive payment to the contractor for placement of pavement markings that exceed thresholds of retro-reflectivity. Several pavement marking areas exceeded the contract thresholds for retro-reflectivity and the dollar amount for incentive was increased to match the incentive amount as specified in the special provision described above. This caused an increase in the original bid item Incentive.

Each of the work items described above are original contract pay items. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its March 30, 2006, meeting, and is now recommended for approval by the State Administrative Board on April 4, 2006.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48104, 48105, 48116, 48161, 48197, 48843.

90. **Overrun 2006 - 20**

Control Section/Job Number:	12555-74020	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Balkema Excavating, Inc. 1500 River St Kalamazoo, MI 49048	
Designed By:	Rowland Associates, Inc.	
Engineer's Estimate:	\$386,505.26	

Description of Project:

0.41 miles of rehabilitation including cold milling hot mix asphalt surface, curb and gutter, aggregate base, hot mix asphalt surfacing, drainage improvements, permanent signing, traffic control and pavement markings on South Main Street from Glen Avenue to Jefferson Street and 0.13 mi of reconstruction including earth excavation, curb and gutter, aggregate base, hot mix asphalt surfacing, drainage improvements, water main improvements, pavement markings and restoration on Jefferson Street from South Main Street to Fulton Street, in the village of Quincy, Branch County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 23, 2004	
Original Contract Amount:	\$351,635.66	
Total of Overruns/Changes (Approved to Date):	35,163.57	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	28,045.56	+ 7.98%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>14,624.70</u></b>	<b>+ <u>4.16%</u></b>
<b>Revised Total</b>	<b><u>\$429,469.49</u></b>	<b>+ 22.14%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.98% over the original budget for an **Authorized to Date Amount** of \$414,844.79.

Approval of this overrun will place the authorized status of the contract 22.14% or \$77,833.83 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Dr Str, Add Depth, 60 dia, 8'-15'	3.450 Ft @ \$220.00/Ft	\$759.00
Cold Milling HMA Surface	515.000 Syd @ \$1.50/Syd	772.50
Pavt, Rem	255.000 Syd @ \$15.00/Syd	3,825.00
HMA Approach	205.960 Ton @ \$45.00/Ton	<u>9,268.20</u>
<b>Total</b>		<b><u>\$14,624.70</u></b>

### Reason(s) for Overrun(s):

A segment of the proposed storm sewer was lowered to avoid a conflict with the existing sanitary sewer. The sewer segment involved a manhole and additional drainage structure depth was required to connect the manhole to the storm sewer. This caused an overrun in the original bid item Dr Str, Add Depth, 60 dia, 8'-15'.

The contract time was extended over the winter period of 2004/2005 after the leveling course of asphalt material was placed. Temporary asphalt wedges were placed before the winter period to allow proper transitions to local driveways, side streets, and project beginning and ending locations. These asphalt transitions were required to be milled off in the spring of 2005 when construction operations began in order to properly place the final asphalt wearing course. This caused an overrun in the original bid item Cold Milling HMA Surface.

The existing asphalt was in worse condition than anticipated during the design phase. Additional asphalt was removed and replaced to properly restore an approach to a local business establishment. This led to an overrun in the original bid items Pavt, Rem and HMA Approach.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 44.84%; Village of Quincy, 55.16%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49082.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of September 27, 2004.

Respectfully submitted,

Kirk T. Steudle  
Director